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# USSR Report

TRANSPORTATION

No. 119

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## RAIL SYSTEMS

### KONAREV VISITS GEORGIAN RAILROAD, DISCUSSES PLANS

Moscow GUDOK in Russian 11 Feb 83 p 3

[Article (Tbilisi): "In the Interests of Developing Rail Transportation in Georgia"]

[Text] The minister of railways, N. S. Konarev, who on 6 February was the unanimously elected deputy of the USSR Supreme Soviet for the Gurdzhaanskiy electoral district No 664, was in Georgia for several days.

The business meetings and the frank discussions with the electorate who were representatives of labor collectives of Sagaredzhoyskiy, Akhetskiy, Signakhskiy, Telavskiy, Gurdzhaanskiy and other rayons that are included in this district with leading party and soviet workers of the republic gave the minister an opportunity to become more familiar with the affairs, successes and problems of Soviet Georgia. In particular, there was a specific discussion of the condition and prospect for the development of the Transcaucasian Railroad and the tasks for strengthening the material and technical base of this main line which is important for the national economy and the enterprises and organizations under its jurisdiction.

Having visited the Tbilisi electric car repair plant, N. S. Konarev was interested in the course of renovation of this enterprise and questions of its specialization and increasing its capacities. There was a meeting with representatives of working groups of electric car repairmen at which they discussed the preparation for the celebration of the enterprise's 100th anniversary this year and the successes with which the collective will greet this glorious date.

The minister made concrete suggestions regarding accelerating the rates of work when visiting the construction site of the Tbilisi passenger railroad station. Having rated the plan highly, he resolved a number of issues related to the course of this most important construction work and the insurance of prompt startup of the new station in the capital of Georgia.

N. S. Konarev also visited the Tbilisi Elektrovostroitel' production association where he met with workers, engineering and technical personnel, employees and designers, and he was interested in the conditions for their labor and life. He became familiar with the prospects for increasing the production here of mainline electric locomotives, which the country's national economy needs very much.

He also inspected the route of the future giant construction project--the Caucasian Pass Railroad. He became familiar with the course of the development of its technical plan. He gave clear-cut, well substantiated recommendations for preparatory work for the construction of the first tunnel on this project.

In the administration of the Transcaucasian Railroad there was a workers' meeting at which N. S. Konarev met with and held discussions with managers of services and divisions concerning tasks facing the country's railroad workers, and particularly workers of the mainline, under the 11th Five-Year Plan. He pointed out the importance of increasing work efficiency and searching out and utilizing reserves. Special attention was devoted to the need for strengthening discipline, organization and work efficiency in all ways. It is necessary to mobilize all forces for the fulfillment of the tasks earmarked by the November (1982) Plenum of the CPSU Central Committee, proceeding from the points and conclusions contained in the speech by the General Secretary of the CPSU Central Committee, Yu. V. Andropov.

In the Central Committee of the Communist Party of Georgia there was a meeting of the candidate member of the Politburo of the CPSU Central Committee, first secretary of the Central Committee of the Communist Party of Georgia, E. A. Shevarnadze, other leaders of the republic with N. S. Konarev and the deputy chairman of the USSR Gosplan, V. Ye. Biryukov, who was in Georgia. At the meeting they discussed problems of further improvement of the work of the Transcaucasian Railroad and strengthening of its material and technical base.

Crucial problems related to continuous provision of passenger and cargo transportation, improvement of the economic mechanism in rail transportation, and the construction of new and renovation of existing railroad lines, stations and junctions were discussed comprehensively and in depth. In particular they discussed questions of accelerating the rates of construction of the Marabda-Akhalkalaki main line, the renovation of the Samtredskiy railroad junction, and the renovation of the Batumi station. Special attention was devoted to problems of accelerating the planning and construction of the Caucasian Pass Railroad. All these and other problems and issues related to the prospect for further development of the Transcaucasian Railroad were resolved positively.

From the results of the meeting of the Central Committee of the Communist Party of Georgia, they developed and approved joint concrete measures of the Central Committee of the Communist Party of Georgia, the republic Council of Ministers, the USSR Ministry of Railways and the USSR Ministry of Transport Construction for strengthening the material and technical base of enterprises of the Ministry of Railways which are located on the territory of the Georgian SSR under the 11th Five-Year Plan and in the future.

Accompanying N. S. Konarev in Georgia were the deputy minister of transport construction, V. A. Brezhnev, and the deputy minister of railways, G. Kh. Savchenko, who participated in working out measures for the further development of the Transcaucasian Railroad. Along with the guests were the chairman of the Georgian SSR Council of Ministers, D. L. Kartvelishvili, and the secretary of the Central Committee of the Communist Party of Georgia, S. Ye. Khabeishvili.

## RAIL SYSTEMS

### RAIL MINISTRY COLLEGIUM STUDIES TIMBER SHIPPING PROBLEMS

Moscow GUDOK in Russian 5 Mar 83 p 1

[Article: "Fast Delivery for Timber Cargoes: Use All Reserves"]

[Text] We will say right off that work results for February please neither the railroaders nor the timber procurers today. The network of steel mainlines did not cope with the shipping plan approved by Soyuzglavles [Main Administration for Supply and Sales of Timber Products] of USSR Gossnab. Each day almost 600 fewer rail cars were shipped than planned. The reason for this situation is that the passage of trains was poorly organized in a large number of railroads, local freight is delivered late, and rolling stock is freed slowly.

In addition the Moscow and October mainlines are not coping with plans for transferring empty cars to the Northern Railroad, while the Far Eastern, Transbaikal, West Siberian and South Urals railroads are not sending flatcars to the Krasnoyarsk and Sverdlovsk railroads. At the same time the heads of the Northern, Gorkiy, Sverdlovsk and Krasnoyarsk railroads are not taking steps to fulfill intrasystem empties disposition orders and provide rolling stock to the main timber shipping departments--Arkhangelsk, Sosnogorsk, Solvychevodsk, Perm, Chusovoy, Serov, Yegorshino and Krasnoyarsk.

All this resulted in an acute shortage of empty rail cars being felt on a majority of the mainlines. For example, timber procurers served by the October System were placed in a very difficult position. Every day 69 rail cars fewer than provided by the plan were shipped from here. The Bologovo and Leningrad-Moscow departments owed the Novgorodles Association almost 1,350 empty cars for January-February.

Enterprises of the Vologdalesprom Association were supplied with only half the empty rail cars at the Chagoda, Babayevo, Teshemlya and Suda stations. Meanwhile they are producing a very important product which goes into the building of housing construction projects.

Anxious messages about late delivery of empty rail cars come to the MPS [Ministry of Railways] and GUDOK from Sverdlovsk System shippers as well. Several such reports came in at once from the collective of the Biser Timber Management. The rail car delivery plan for the station of Koyva was being fulfilled only by 16 percent, and even less, by 13 percent, for the station of Biser. These facts need no comment, as they say.



It is the fault of the shippers themselves as well that the February quota has been disrupted. For example, they do not provide for rhythmic shipments on the East Siberian System. As a result there were losses of 2,200 rail cars there last month. This amount of rolling stock would have been quite sufficient for the system to exceed the timber shipping plan three times over. Such a picture also is seen on the BAM [Baikal-Amur Mainline], where 1,500 rail cars were lost in February due to the timber procurers' nonuse, rejections or underrequisitions.

Paper shipment also was poor. There are great surpluses of it at the Arkhangelsk, Segezha and Kotlas pulp and paper combines. The reason is still the same--clients were not provided with empty rail cars. Meanwhile these enterprises completely forgot about their own internal reserves. For example, the Segezha TsBK [Pulp and Paper Combine] has not arranged the repair of rolling stock properly. The load-carrying and holding capacity of covered rail cars also is not being used completely. The very same can be said of other combines. Because of this 0.7 tons was underloaded in each rail car on the Northern System.

As a result of such disorders the surplus of unshipped products for enterprises of the pulp and paper industry was 173,400 tons as of 1 March, i.e., almost 10,000 tons greater than it was a month ago.

All these facts received a fundamental evaluation at the regular session of the MPS collegium, which examined the question of measures for assuring fulfillment of the timber cargo shipping plan in 1983 and remedying deficiencies in its organization in light of resolutions of the November 1982 CPSU Central Committee Plenum. The collegium heard reports from the heads of lagging systems: Northern, Gorkiy, Sverdlovsk and Krasnoyarsk. Speaking at the session were First Deputy Minister of Railways V. N. Gin'ko, deputy ministers of the Ministry of Railways G. M. Korenko and V. N. Butko, Deputy Minister of the USSR Timber, Pulp and Paper, and Wood Processing Industry D. V. Didkovskiy, Deputy Chief of the MPS Main Freight Administration A. A. Shramov, Deputy Chief of MPS Main Administration of Lines V. I. Surin, and Deputy Chief of the Administration for Ore Shipping of the MPS Main Administration for Traffic V. F. Krylov,

A decision was made to support the shipment of timber cargoes under Soyuzglavles plans on a priority basis. To this end specific steps were outlined for the rational distribution of loading resources, for improving the unloading and preparation of rail cars for loading, and for increasing timber shipments in closed rolling stock and on flatcars. Special attention must be given to organizing uninterrupted timber haulage from the Komi ASSR; Krasnoyarsk Kray; Arkhangelsk, Tyumen, Kirov, Perm and Novgorod oblasts; and from rayons which flood during the spring high waters.

Railroad chiefs are obligated to inform timber shippers and station workers promptly about the delivery of empty rail cars and coordinate with the heads of Lessnabsbyt [Administration for Supply and Sale of Timber] organizations about addressing loaded groups of rail cars for including them in multistage routes. There must be a significant increase in the volume of timber cargo shipments in cars leased by Minlesbumprom [Ministry of the Timber, Pulp and Paper, and Wood Processing Industry].

There will be an increase in the responsibility of the heads of timber industry enterprises for technical outfitting of their transportation shops, for a reduction in above-norm layovers and for use of rail cars' holding capacity.

The collegium suggested developing effective socialist competition among railroad stations and forest industry enterprises on the basis of labor cooperation. Both railroaders and their related workers must mobilize all their efforts and inner reserves for successful fulfillment of March quotas.

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## RAIL SYSTEMS

### MOSCOW RAILROAD OFFICIAL ON RAIL CAR REPAIR INITIATIVE

Moscow MOSKOVSKAYA PRAVDA in Russian 6 Mar 83 p 2

[Interview with V. Ye. Sorokin, deputy chief of the Moscow Railroad, by A. David'yanets: "Rhythm and Quality"]

[Text] The November (1982) Plenum of the CPSU Central Committee set for railroad workers the task of achieving continuous, regular delivery of national economic cargos within the shortest possible period of time. One of the main ways of improving the work is to increase the efficiency of the rolling stock. It is precisely toward this that the initiative of the leading Moscow enterprises of industry, construction and transportation is directed. They have committed themselves to maintaining good repair of all cars and containers that are sent from the Moscow Railroad Center.

The deputy chief of the Moscow Railroad, V. Ye. Sorokin, answers the questions of a MOSKOVSKAYA PRAVDA correspondent, A. David'yanets:

[Answer] More than 400 enterprises of the capital have supported this valuable initiative and taken on themselves the responsibility of repairing cars and containers. Brigades are being created, repair areas are being equipped, a crane is being assembled, and other necessary equipment is being prepared. As a result, the number of cars restored through the efforts of the enterprises has increased significantly. Judge for yourself: while from January through October of last year it did not exceed 700, during the past 4 months this figure has increased to 3,200.

[Question] It is not always easy for any new undertaking to win general recognition. Has everything been done to introduce this experience?

[Answer] The majority of collectives understand the importance of the initiative. True, some people try to show that current repair of cars is not their affair. Thus, for example, there was the AZLK, where the party committee had to insistently demand that the managers create the necessary conditions for this work.

It is impossible to live in the old way. Because this is the way it was in the past: a car that was in disrepair which ended up at the enterprise was immediately rejected, even though there were not enough cars to transport the product. And the "sick" car was sent on a trip through the loaded sections of the center. Over 10-12 or sometimes even 13 kilometers to the car depot. A day or two was necessary in order to return it for loading. Thus the rolling stock was frequently excluded from the work. Moreover, during the trip to the depot and back a considerable quantity of electric energy and fuel was expended uselessly.

A large amount of harm was caused to the economy and the shipment of prepared products from the enterprises was delayed. And the car was frequently sent out because of some trivial thing: a couple of boards needed to be replaced or a door needed to be repaired. And this took an hour or two at most.

[Question] As we know, the initiative was continued in its own way in the form of the economic agreement between railroad workers and industrial enterprises. The railroad took on the responsibility of helping to organize the work and training repair brigades. What has been done in this area?

[Answer] All enterprises have been assigned to car depots and stations which assign specialists to render technical assistance and training. It must immediately be stipulated: the enterprises renovate only the beds of the cars. This is within their capabilities: each plant has carpenters, fitters, and welders, and for these specialists, of course, it is not very difficult to lay a floor, patch a roof of a car, hang a door or repair metal parts.

It is important that seminars have been organized to assist the plants. In the Lyublino depot--for repairing cars, and in the Likhobory depot--for repair of containers. Special technical instructions have been published, which explain in the greatest detail how this kind of work is to be done.

[Question] In order to repair rolling stock it is necessary to have spare parts and timber materials. How are problems of providing the enterprises with these being solved?

[Answer] According to the agreement the railroad must provide the enterprise that is repairing the cars and containers with various spare parts and timber materials. And they must not only provide them, but also pay for the expenditures. But, unfortunately, so far not enough components and spare parts are coming through the system of material and technical supply to the Moscow Railroad.

In the existing situation, a number of plants of the capital have approached the matter efficiently and decided to arrange to produce various parts for cars themselves. The railroad workers are rendering them assistance in this. Quite recently the ZIL, Frezer, Dinamo, GPZ-1 and ATE-1 have begun to produce the parts of containers that break down most frequently. They will manufacture these spare parts for all Moscow plants.

There is another valuable bit of experience: organizations that do not have their own production base cooperate with plants located near them and combine efforts in order to carry out the overall task. An example of such cooperation is provided by the Frezer plant, the central wholesale book base, the VTsSPS [All-Union Central Trade Union Council] base and other organizations.

The situation is more difficult with timber materials. Thus the Eastern Siberian administration for supply and sales of timber products of Soyuzglavles in January delivered only half of the planned volume. In our opinion, it would also be useful for managers of Soyuzglavles to support the initiative of the Moscow workers--for extensive dissimulation of it will make it possible to release a considerable quantity of rolling stock for shipping timber. Soyuzglavles of the USSR Gosnab must take special control over the deliveries of these products for the railroad center of the capital, and thus it will render assistance to practical implementation of the initiative of the Moscow workers.

[Question] What can you say about the quality of the repair of cars and containers at industrial enterprises of the city?

[Answer] We are satisfied with it. Incidentally, dissimulation of the initiative has been reflected in the most positive way on the attitude toward technical equipment. I am not giving away a secret if I say that previously during loading and unloading operations the cars and containers were frequently damaged. The situation is different now. And one can understand why: the same transportation shop must repair them. So the initiative of the Moscow enterprises has great educational significance.

The experience of the enterprises of the capital must undoubtedly go beyond the Moscow railroad center, into other industrial and transport regions of the country. Moscow enterprises and railroad workers have made a commitment not to allow a single car or container go outside the center unrepaired. But this does not mean that one can calmly send damaged rolling stock to our railroad. Thus, it's the turn of our neighbors now. Here is some information for contemplation: Last year several tens of thousands of cars broke down at industrial enterprises, ports, bases and stations of the country. They must be repaired locally, in the place where they broke down. And this problem can quite realistically be solved. The Moscow experience is a clear confirmation of this.

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## RAIL SYSTEMS

### REVIEW OF RAIL TRANSPORT PERFORMANCE FOR 1982

Moscow GUDOK in Russian 19 Jan 83 pp 1-2

[Article from materials of the Administration of Statistical Accounting and Accountability of the Ministry of Railways: "Coordination and Organization--The Path to Success"]

[Text] The work of rail transportation was severely criticized at the November Plenum of the CPSU Central Committee. It was emphasized that, as usual, the needs of the national economy for shipments are not being satisfied, and the indicators of the operation of railroads are deteriorating from year to year. And this in spite of the fact that a large amount of assistance has been rendered to transportation and immense capital investments have been made in this branch of the national economy. All this is clearly confirmed by the figures that characterize the main indicators of the operation of rail transportation in 1982.

The system has dispatched 3 billion 708 million tons of cargo. This is 63 million tons less than was planned and 38 million tons less than in 1981. The plan was overfulfilled for only 2 cargos on the annual list--coal and grain.

The annual plan for overall dispatching of cargo was fulfilled by only 16 railroads, including the Moscow, Baltic, Belorussian, Donetsk, Southwestern, Western Kazakhstan, Kemerovo, Krasnoyarsk and Far Eastern.

Last year on certain railroads the level of transportation work dropped as compared to preceding years. Thus on the Sverdlovsk Railroad the shipments decreased by 7.1 million tons, the Southern--by 4.8 million tons, the Gorkiy--by 3.7 million tons, the North Caucasian--by 4.7 million tons, the Western Siberian--by 4.5 million tons and the Southern Ural--by 7.4 million tons. These and several other railroads had sufficient resources to fulfill the plan. With the given volume of shipments they maintained a considerable surplus of cars in the fleet.

The proportion of shipment on established routes in the network as a whole amounted to 46.9 percent, that is, 0.1 percent below the assignment and 0.5 percent below the level of the preceding year. The reduction took place primarily as a result of rock coal, petroleum and petroleum products, ferrous metal ores, mineral fertilizers, cement and grain. At the same time there was an increase in the shipments on routes of coke, peat, shale, flux, iron and manganese ores, granulated slag and several other kinds of cargo. The assignment for shipping on routes was not fulfilled by 14 railroads, including the Northern, Odessa, Kuybyshev, Alma-Ata, Southern Ural and Far Eastern.

The static loading continued to increase, although insignificantly--by only 0.2 percent. Of the largest cargos, it increased for petroleum and petroleum products, peat, nonferrous and ferrous metals, chemicals and soda, sugar, meat, paper and timber materials. But for these cargos, as for rock coal, ore, flux, fertilizers and construction materials, it was even less than the plan. There were 13 railroads that did not fulfill the assignment in terms of this indicator including the Sverdlovsk, Dneprovsk, Southeastern and Southern Ural.

Cargo turnover was carried out in a volume of 3 trillion 465 billion tariff ton-kilometers. This is 2.1 percent less than the plan and 1.1 percent less than the 1981 level. This resulted from reduced loading. There were 13 railroads that did not fulfill the assignment, including the Belorussian, Moscow, Donetsk, Central Asian and Kemerovo.

Passenger turnover amounted to 347 billion 600 million passenger-kilometers. Although it increased by 0.9 percent as compared to 1981, the assignment was underfulfilled by 0.4 percent. The plan for passenger turnover was fulfilled successfully by the Baltic, Belorussian, Northwestern, Southern, Transcaucasian, Tselinaya, Eastern Siberian, Baykal-Amur and a number of other railroads. The volume of transportation of passengers increased by 8 million people, while the number of people in the passenger cars remained at the 1981 level. There was a reduction both in the technical and in the segment speed of movement of the passenger trains, mainly as a result of violations of scheduling discipline.

The average distance of the shipments remained at the 1981 level. For such cargos as rock coal the average distance decreased by 11 kilometers while there was an increase in its proportion in the overall amounts of shipments of 0.5 percent, coke--35 kilometers and 0.02 percent, respectively, chemical and mineral fertilizers--15 kilometers and 0.10 percent, and ferrous metals--10 kilometers while the proportion remained at the 1981 level. The distance of shipments of timber materials decreased by 4 kilometers, and petroleum and petroleum products--by 6 kilometers.

A serious shortcoming in the work of the railroads is the low level of fulfillment of assignments for loading. The idle time of cars on sidings has increased. The average daily load was less than the norm by almost 6,000 cars. The volume of loading was 1,800 cars less than in 1981. On such railroads as the Tselinaya, Central Asian, Volga, Far Eastern, Moldavian and Azerbaijan, while there was an availability of local cargo of 123 to 180 percent of the norm, the plan for loading was fulfilled at a level of 85-97 percent.

A number of railroads and divisions have improved the utilization of the rolling stock. The assignment for the turnover of cars was fulfilled by the Moscow Railroad, for the productivity of the cars--by the Baykal-Amur, for idle time during cargo operations--by the Moscow, Odessa, Eastern Siberian and Baykal-Amur, and for idle time at one technical service station--the Moscow, Kuybyshev and Southern Ural. The Moscow, Gorkiy, Southeastern and Southern Ural roads improved the basic indicators for the utilization of cargo cars as compared to 1981.

The plan for productivity of the locomotives was fulfilled by the Eastern Siberian and Baykal-Amur Railroads, and the assignments for the weight of the trains--by the Moscow, Odessa, Donetsk, North Caucasian, Tselinaya, Alma-Ata and a number of other railroads.

But the interruptions in the movement and the delay in the movement of the cars brought about by the unreliable work of the technical equipment and deviations in technology as well as other factors in the network as a whole led to a reduction both of the interroad and intraroad transfer of cars, to a reduction of the level of fulfillment of the schedule of movement, and hence to a reduction of the section and technical speed.

As compared to 1981 the length of sections with warnings about reduced speeds increased by 21 percent. And half of these were on the Oktyabr, Moscow, Southern, Southeastern, Sverdlovsk and Volga Railroads.

There was an increased number of cases of slipshod work in the traffic enterprises and the locomotive, cargo, electrification and energy enterprises. On a number of railroads there was an increased proportion of unrepaired locomotives, particularly on the Oktyabr, Sverdlovsk, Southern Ural, Odessa, Northern Caucasian, Southeastern, Volga and Alma-Ata Railroads. The locomotives spent more time in repair, especially in unplanned repair, and also for technical servicing. And a large number of locomotives were sent for planned preventive kinds of repair and servicing after they had been in operation too long. There were more cases of damage to electric locomotives and steam engines on long-distance routes, and delays of electric locomotives at the stop and go signals.

The number of unrepaired cars and cases of their uncoupling because of their technical condition increased. On the Northern Caucasian Railroad there were 1,500 more cases of uncoupling, the Kuybyshev--1,400, the Oktyabr--1,200 and the Southern Ural--almost 1,000 cars that were uncoupled. On many railroads there is a larger quantity of damage to the cars during loading and unloading and maneuvering operations, especially on the Northern Caucasian, Baltic and Eastern Siberian Railroads.

All this has had a negative effect on the turnover of the cars, the productivity and other indicators of the utilization of the rolling stock of many railroads and of the network as a whole.

Yet in November and especially in December, after effective measures were taken in keeping with the decisions of the November Plenum of the CPSU Central Committee, the level of shipping work rose, and the indicators of utilization of the rolling stock improved. As compared to the same period of 1981, the volume of loading increased by more than 11 million tons. The average daily load increased by 3,400 cars, and the loading--by 4,300 cars. The uniformity of the work throughout the days of the month improved. The idle time of the cars during loading operations decreased by 0.45 hours, and the average weight of a cargo train increased by 8 tons.



During the last year rail transportation saved more than 80,000 tons of diesel fuel and 920 million kilowatt-hours of electric energy for pulling trains. There was an overexpenditure of diesel fuel on the Gorkiy, Northern Caucasian, Kuybyshev, Southern Ural, Kemerovo, Far Eastern and Kazakhstan Railroads.

In 1982 a good deal was done to strengthen the material and technical base of rail transportation. During the year they assimilated 4 billion 121 million rubles' worth of capital investments. Assignments were fulfilled for the startup of new lines, second routes and automated blocking systems. But 454 million rubles remained unassimilated. The plan for construction and assembly work for the Ministry of Railways as a whole was realized by only 88.8 percent by organizations of the Ministry of Transport Construction. The majority of the railroads failed to provide the given volume of construction and assembly work. The greatest arrears were found in the Moldavian, Southeastern, Sverdlovsk, Western Siberian, Far Eastern, Volga and Oktyabr Railroads, on which the annual plan was realized within the range of 72-85 percent.

They have put 431 kilometers of new lines and 930 kilometers of secondary roads into operation, as well as almost 870 kilometers of electrified sections, 2,700 kilometers of automated blocking sections and dispatcher centralization. At the same time, 400 switchpoints were not hooked up to central electricity. There were also other facilities that were not put into operation.

The plan for the introduction of housing was assimilated by only 93 percent. Railroad workers failed to receive 110,000 square meters of dwelling space, including 41,000 from construction organizations of the Ministry of Transport Construction and 51,000 from other ministries. The introduction of housing was not provided on 14 railroads, including the Southeastern, Tselinaya, Western Siberian, Krasnoyarsk, Kemerovo and Far Eastern. The assignment for the startup of preschool institutions and public health facilities was not fully realized either.

The annual plan for the delivery of rolling stock and containers to rail transportation was not completely fulfilled. They failed to deliver 2,851 cargo cars, 31 passenger cars, 33 mainline steam engines, 26 steam engines for maneuvering, 18 electric locomotives and 24,200 containers.

Industrial enterprises of the Ministry of Rail Transport fulfilled the assignment for products sold in the volume of 2 billion 213 million rubles, or 100.4 percent, and the increase over the preceding year amounted to 3.2 percent. Plants for repairing rolling stock and producing spare parts fulfilled the sales plan by 100.1 percent, plants of the Main Administration of Signalization and Communications --by 100.5 percent, plants of the Main Administration of Electrification and Energy--by 100.9 percent, and industrial enterprises of the railroads--by 101.3 percent. All of the enterprises with the exception of the rail services achieved an increase in products sold as compared to 1981. Plants of the Main Administration for the Repair of Rolling Stock and the Production of Spare Parts failed to carry out repair on 33 electrical sections, 1,175 cargo cars, 380 turnouts and 63 sets of car brakes.

Although the plan for depot repair of cargo cars was realized, as compared to the preceding year the output of the planned kinds of repair decreased by 1,600 units. This shows the inefficient utilization of the capacities of the car depots.

Serious shortcomings in shipment work were also reflected in the most important economic indicators. Last year the assignment for the balance profit was underfulfilled by almost 6 percent. The situation was especially bad on the Southern Ural, Volga, Oktyabr, Kuybyshev and Tselinaya Railroads. Because of the overexpenditure of operations funds on the majority of railroads, the production cost of the shipments increased by 2.2 percent in the network as a whole.

The labor productivity of the workers employed in the shipment was 2.1 percent lower than planned. It also dropped as compared to the 1981 level, by 1.5 percent. The assignment for this most important economic indicator was fulfilled only in December. The greatest failure to meet the assignment for labor productivity in 1982 were found on the Alma-Ata--6.2 percent, Volga--6.0 percent, Tselinaya--5.7 percent, Southern Ural--5.2 percent and Azerbaijan--5.1 percent. As compared to 1981 this indicator dropped by 3.6-4.8 percent on the aforementioned railroads.

There were significant shortcomings in labor organization, especially of locomotive brigades. Hours of overtime work increased by 4.4 percent, and hours of idle time--by 4.7 percent. There were large losses of working time because of idle time, truancy and leaves with the permission of the administration. There was an increased number of trips with violations of the established duration of continuous work of locomotive brigades, and the greatest amounts were on the Tselinaya--almost 23,000 hours, Alma-Ata--more than 24,000 and the Far East--more than 17,000 hours.

In the network as a whole and on the majority of railroads the rates of increase in earnings outstripped the rates of increase in labor productivity.

In 1982 the subways and industrial railroad enterprises fulfilled the plan for the basic volume and quality indicators. Labor productivity on the subways increased by 3.6 percent as compared to the plan, and the production cost of transportation decreased by 1.4 percent; at industrial railroad enterprises these figures were 1.4 and 1.3 percent, respectively.

Workers of the steel mainlines, guided by the decisions of the 26th CPSU Congress and the November (1982) Plenum of the Party Central Committee, are now attentively analyzing the results of last year's work, revealing shortcomings, searching out internal reserves and applying the experience of the leading enterprises. Extensively developing socialist competition, they are directing their efforts toward unconditional fulfillment of the plan for 1983 and the 11th Five-Year Plan as a whole. Railroad workers are deeply aware that strong discipline, coordination and high organization are most important conditions for surmounting the shortcomings and difficulties and a guarantee of a steady increase in the rates of shipments.

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## RAIL SYSTEMS

### ENTERPRISE-RAILROAD COOPERATION IN CAR REPAIR DETAILED

Moscow STROITEL'NAYA GAZETA in Russian 13 Mar 83 p 1

[Article by S. Ovsiyenko (Moscow Oblast): "The Rolling Stock Should Go More Rapidly"]

[Text] The collective of the Azerbaijan combine of industrial enterprises of the USSR Ministry of Power and Electrification did not fulfill its plan for product sales. They have begun to sort out the situation. Among the factors that had a negative effect on the course of the matter was the idle time of cars during loading operations at enterprise sidings, which exceeded the norm 4-5-fold. And the combine uses the railroad to deliver 90 percent of the reinforced concrete for the construction, for example, of Atommash, and the Kol'skaya and Smolenskaya atomic electric power stations.

The combine did not try to blame railroad workers for all of the above-normative idle time of the cars, but tried to help them to increase the circulation of the rolling stock. They proceeded from the fact that in collectives where business-like cooperation has been established the technology of work is constantly improving and the mutual assistance makes it possible to resolve the problems facing them successfully.

They began with such an important "triviality" as fastening down the reinforced concrete items in the cars. A scaffold builder knows what this means. Using a crowbar, it is necessary to fasten the braces securely: when the width of a slab, for example, is not great it is not so difficult to fasten it on to the wagon. But if the slabs are 2.5 meters wide, then the scaffolders could not reach to the bottom part of the car since the space between the wall of the car and the slab is no greater than 15 centimeters. They lost time in such labor-intensive operations. And they loaded the car by half at best.

The combine's collective turned for help to the railroad workers of the Yanichkino station of the Moscow Railroad. In 1979 an agreement for creative cooperation was signed between the two collectives.

During the course of the network review, "Discipline and Safety," in the Moscow Railroad efficiency experts of the combine and station developed and introduced a new method of fastening cargos, using machine produced braces for repeated

use. They are attached to the car and the cargo with clamps, coils and bolts. The utilization of the rolling stock improved as a result of the reduced time for fastening cargos to cars, and there was a greater guarantee of their protection and safety during trips with high speeds.

They have also assimilated the transportation of roofing slabs on platforms that are equipped with special holders which are manufactured at the combine. The load of reinforced concrete items on the platform has now increased 3-fold as compared to the ordinary method of fastening.

As a result, there has been an appreciable economic effect and idle time of the rolling stock has been reduced. During the past 3 years the fulfillment of shift output norms by the combine's scaffolding brigades has increased significantly. For example, while before the conclusion of the agreement one scaffolder handled 111 cars a year, now each one handles 172.

The initiative of the leading enterprises of the city of Moscow for repairing rolling stock with their own forces has become widespread in these collectives.

The experience in cooperation between the collectives of the Yanichkino and Dzerzhinskiy stations is worthy of repeating. The collectives of the Lyubertsy-2 and Mal'chiki stations have concluded an agreement for cooperation with industrial enterprises of Lyuberetskiy Rayon. The plant for bridge building equipment has acquired blueprints of a machine tool for producing clamps. The bridge detachment No 3 uses the new method of fastening when sending cargo on the railroad.

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## RAIL SYSTEMS

### RAIL CAR SHORTAGES, UNDERLOADING DISRUPT TIMBER INDUSTRY

Moscow GUDOK in Russian 11 Feb 83 p 1

[Article by Controller's Office of GUDOK and LESNAYA PROMYSHLENNOST': "Fast Delivery for Timber Cargoes"]

[Text] It was noted at the November 1982 CPSU Central Committee Plenum that rail transportation is not meeting the national economy's needs in timber shipments. Timber surpluses at lower yards of timber managements exceed five million cubic meters. In January of this year alone some 26,000 cars of timber were not shipped to customers. Meanwhile many paper and pulp enterprises are literally suffocating from a shortage of raw materials, and finished products are lying a long while at their warehouses because of a shortage of rail cars. For the sector as a whole the surpluses of unshipped paper now exceed 164,000 tons, while the capacity of warehouses is 142,000 tons.

Considering the difficulty of the situation at hand, editors of the newspapers GUDOK and LESNAYA PROMYSHLENNOST' are placing the progress of timber and paper shipments under special supervision. We request readers to take an active part in throwing light on the work of the timber shipping conveyor. We await your reports from local areas about what hinders arranging its precise rhythm, about reasons for above-norm layovers of rolling stock for loading timber and paper, and also for unloading; about relationships of timber procurement agents, railroad workers and sales workers; and about ways to improve the static load of cars. Also write us about those who set examples of key work and a thrifty attitude toward use of rolling stock. Today we are publishing the first collection devoted to January results.

#### What the Pines are Fussing About

As one of the letters to the editors states, they are fussing out of indignation. And how can they not be indignant when the path of many felled trees ends at the lower yard, where they spoil and simply rot due to a lack of rail cars. This is repeated from month to month.

That also happened in January. Timber procurement agents were shorted 720 rail cars daily, and enterprises adjoining the stations of the October, Northern and Gorkiy railroads were "by tradition" those lacking the most empty cars. For this reason such associations as Lenles, Arkhangel'sklesprom, Komilesprom and Kirovlesprom fulfilled the monthly shipping plan at a level of 70-88 percent. Lenles, for example, received almost a thousand cars less than planned. Railroaders of the Northern Mainline complain that they did not receive the necessary number of empty cars because of the empties disposition order, but with that explanation it is no easier for procurement agents of the Komi ASSR and of Arkhangel'sk and Vologda oblasts. They cannot bring order to the railroaders' sector.

But they are simply obligated to place themselves in order. For example, how are we to assess the fact that in January timber procurement agents refused 804 rail cars, underrequisitioned 1,219, and did not use 3,528 on time? To put it mildly, this is mismanagement. Take the Sverdlesprom Association. Station workers shorted them only 94 rail cars, but 520 were not shipped to customers through their own sluggishness, so to speak.

We went to the USSR Minlesbumprom [Ministry of the Timber, Pulp and Paper, and Wood Processing Industry] for an "interpretation" of these disorders, and the ministry's Computer Center, for example, put out the following data for the third decade of January. The following numbers of rail cars were not shipped: 546 because of unfavorable weather conditions, 135 because of power outages, 810 for lack of timber ready for loading, 858 due to crane breakdowns, 268 for commercial rejects and finally, 613 for lack of personnel. As we see, far from all reasons can be considered objective.

But here is what puts one on guard in particular. Over 1,350 rail cars for which loading was not completed in the third decade of January were placed in the column of other losses. The ministry's transportation administration explained the "others" primarily as a hold-over of flatcars because of large time expenditures in preparing them for loading. This is chiefly for notching uprights and for bracing. One would think that it is much more advisable to list these very "others" under the "chief" reasons which arise due to one's own inability to organize. This concerns above all the collectives of the Tyumenlesprom, Tomlesprom and Irkutsklesprom associations.

#### And With Empty Cars Nearby

It is generally known that the demand for empty cars grows at the end of each month, quarter and year. This is understandable, as the fate of the sales plan is being decided at the enterprises. Railroaders usually respond by saying "You need cars? Look for them at your own unloading areas." Stern but correct, as they say. Take those same workers of the pulp and paper enterprises. In January over 420 rail cars remained unloaded each day on their sidings. And the managements of such associations as Soyuztsellyuloz and Soyuzbumizdeliye (the chiefs are comrades Zhiganov and Tupitsyn) probably were the most negligent in this regard. There were very large surpluses of unloaded rail cars at the Segezha, Syas, Baikal and Arkhangel'sk TsBK [pulp and paper combines] as well as at the Bratsk LPK [Timber Industry Complex].

## Behind the External Appearance of Well-Being

Where the timber is still patient, the paper already can't wait. This thought would seem to require no proof. In practice, however, the rolls at times have no fewer ordeals than the timber. It is true that January seemingly was a favorable month. The paper products shipping plan was exceeded by 3.6 percent. But frankly speaking, behind these figures is only a semblance of well-being. Paper surpluses at warehouses exceeded the norm by more than 20,000 tons. An especially large amount of it remained at the Kondopoga, Arkhangelsk and Kotlas TsBK's, although there were enough covered rail cars.

Workers of the Arkhangelsk TsBK, for example, have no one to blame. Their paper combine was given 199 rail cars above the plan. It is only an inability to handle the empty cars thriftily that can explain why far from all of them were loaded fully and on time. As a result three times more finished products accumulated here than the warehouses could handle. The same reproach goes to the Kotlas TsBK and workers of the Bratsk LPK.

A different but no less alarming situation existed in January at the Balakhna TsBK. This enterprise's warehouses can hold 6,200 tons of paper, and surpluses at the end of January were only 500 tons. It was necessary to arrange for output of products, but in fact they began implementing this task only at the end of the month. The Gorkiy System was in a fever for all of January as the daily paper shipping plan was systematically disrupted. The very same picture also was seen at the Baikal Pulp and Paper Plant: The supply of rail cars noticeably outstripped the planned supply, with nothing to load.

It should be noted in all fairness that it is far from always that serviceable empty rail cars are provided for loading. Workers of the Arkhangelsk TsBK, for example, properly complain that railroad workers, concerned with the numbers of empty rail cars, have forgotten entirely about their quality. As a matter of fact the majority of empty cars coming here are unserviceable. On the other hand, however, siding personnel could follow the example of the Muscovites in assuming some of the concern for repairing rail cars.

And finally about one other omitted reserve--an increase in the static load of rail cars. The higher it is, the fewer empty cars are required. This truth unfortunately is not yet realized everywhere. Pulp and paper enterprises adjoining the October Railroad, for example, underload 0.7 tons of paper in each car, those near the Baltic Railroad underload 0.3 tons per car, those near the Volga Railroad underload 1.9 tons per car, and so on.

In short, there are many reserves for speeding up and improving the quality of shipping timber products both for the timber procurement agents and for the railroad workers. The time has come for the related workers to shift from good intentions, mutual reproaches and hearty appeals to practical matters. The slogan "From mutual claims to mutual help" must be made a reality as soon as possible.

## RAIL SYSTEMS

### MORE ON RAILROAD'S FAILURES IN SHIPPING TIMBER

Moscow GUDOK in Russian 24 Feb 83 p 1

[Article by GUDOK correspondent A. Yudanov and LESNAYA PROMYSHLENNOST' correspondent A. Mironov, Kirov-Balakhna: "Fast Delivery for Timber Cargoes"]

[Text] In telling about results of work by railroaders and procurement agents for January the editors of our newspapers directed the attention of economic managers to the fact that materials for pulp and paper combines (TsBK) and finished products of these enterprises are being shipped unevenly. The state of affairs unfortunately has not improved now. With a plan of 1,775, a little over 1,500 rail cars of timber were shipped daily to the TsBK's over the network for 20 days of February. On the Northern System in particular collectives of pulp and paper combines were shorted 105 rail cars with raw materials each day, with 41 on the Gorkiy, 19 on the Sverdlovsk, 18 on the Krasnoyarsk and 11 on the October systems.

The reason for this situation is that the yards of many timber managements do not have the necessary amount of industrial raw material. Timber procurement agents are not able to supply the softwood pulpwood of such TsBK's as the Priozersk, Bratsk, Svyatogorsk, Baikal, Sovetsk and Kotlas. The fact is however, that they produce a very valuable product, soluble cellulose, which goes into the production of consumer goods.

The finished products of pulp and paper combines also were shipped in an unsatisfactory manner. Instead of the planned 1,045 cars for two decades of February only 1,035 were shipped over the network daily. The October, Northern and Gorkiy mainlines are not fulfilling quotas. This occurs because in a number of cases the railroaders supply empty cars for loading in lesser numbers than provided by the plan.

Meanwhile far from all TsBK's dispose of rolling stock in a thrifty manner. For example, during the second decade of this month the Arkhangelsk TsBK did not use an average of



four rail cars a day from the total number supplied for loading. Moreover, a majority of the combines are not making full use of the load capacity of rolling stock. Because of this each rail car on the Moscow System was underloaded by 1.31 tons, and it was 0.8 tons on the Northern System and 0.7 tons per rail car on the Far Eastern System.

To make up for lost time collectives of timber procurement agents, railroaders and the TsBK's must speed up deliveries of industrial raw material and paper. Material of a spot check published today tells about what is hindering workers of the Kirovlesprom Association and the Gorkiy Mainline in successfully coping with tasks which have been set.

### There Are Reserves

Telegrams and letters come in an unending flow to the resources and sales department of the Kirovlesprom All-Union Association, each one with requests and demands to accelerate the shipping of timber allocated to funds.

"But how can it be accelerated?" complains N. Yevdokimov, chief of the association's resources and sales department. "For the association as a whole the Gorkiy Railroad shorted us 40,559 rail cars last year. This January shipments rose to 91 percent of the plan, but in February they dropped again to 80 percent."

The leaders of Kirovlesprom refer to the railroaders, alleging that they are providing few empty cars. The fact is, however, they always were in short supply. There is one solution: Rely on your own reserves, and there are many of them both on the railroad and at the timber procurement enterprises.

The layovers of rolling stock usually exceeds the norm at stations and on sidings. In the first half of the day loading comprises only 15-20 percent. The transport workers promised to introduce a firm schedule for delivery of rail cars so many times, but things have not gone beyond promises...

The stacking of timber could be a great help for the related workers, for this both speeds up loading and allows filling the car with timber more compactly. There is a saving on requisitions and a drop in labor inputs. It has been calculated that every million cubic meters of timber shipped in stacks frees some 2,000 rail cars. Just three years ago the Kirovlesprom Association achieved the highest level of packet shipments for the ministry and was recognized with the USSR VDNKh [Exhibition of Achievements of the National Economy] 1st Class Diploma, but now the position it won has been surrendered...

We did not choose the Kirovlesprom Association for the spot inspection by chance. The fact is that it sends a portion of its product, pulpwood, to the Balakhna Pulp and Paper Combine. Let's see how raw materials are unloaded at the combine and how the finished product--paper--is loaded.

"We Work from the Wheels..."

The first thing we learned at the combine is that for last year the Kirovlesprom Association was in debt for 90,000 cubic meters of timber to the paper workers. The timber procurers promised to pay off the debt in January-February, but January went by, February is coming to a close, and there is no hint of changes for the better. Even worse, the debt is growing: It increased another 40,000 cubic meters.

What is the matter? The Kirov timber procurers refer to the railroaders, alleging that they are keeping the timber managements on starvation rations for rail cars. But the Balakhna personnel have specialized rolling stock--pulpwood carriers--for this purpose. There is enough of them to provide the combine with raw material. It turned out that the trouble lay elsewhere: Kirovlesprom lacks softwood materials from which paper is made.

"We're forced to work from the wheels, as they say," complains N. Noskov, chief of the timber department of the Balakhna TsBK. "We continually are shorted almost a thousand cubic meters of pulpwood and woodchips of the daily need..."

According to design standards, the combine's industrial reserve must be at least 150,000 cubic meters of timber. As a matter of fact, however, it is zero.

There also are serious claims on timber quality. A very large amount of rotten and porous pulpwood is received, and the woodchips contain three times the norm of bark. But the fact is that scarce rolling stock also is used for this defective raw material.

Unfortunately railroaders of the Gorkiy System also do not stand out in their zealotry. Combine workers lay justified claims at their door. There were 24 of 300 flatcars "lost," for which the combine spent 1.5 million rubles refitting them as pulpwood carriers. These 24 pulpwood carriers have been excluded from the transportation process for almost a year now. The fact is that they could have been used to deliver at least 70,000 cubic meters of raw material during this time.

Great difficulties also arise with the shipment of the Balakhna Combine's finished products. The station is very poorly developed, with not enough tracks, and those that do exist are short. Instead of electrical centralization there is manual control of switches that has outlived its time.

It is not only the railroaders who are at fault here, but above all the heads of the TsBK. They are the titleholders for station development. The general contractor, the Gortransstroy Trust, also is slowing things down. The long planned station reconstruction has been put off from year to year under all kinds of pretexts.

The initiative of capital industry workers for repairing rolling stock also did not receive necessary support at the combine. For some reason this year it was decided to prepare 100 rail cars less for loading here than in 1982. But the enterprise needs additional loading resources so much!

What is happening? The spot inspection showed that related workers have all conditions for organizing the rhythmic, uninterrupted operation of the timber shipping conveyor. They are only lacking self-discipline, precise observance of production discipline and contractual obligations and an orientation to achieve a high end result.

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## RAIL SYSTEMS

### MARABDA-AKHALKALAKI RAIL LINE CONSTRUCTION PROGRESSES

Moscow PRAVDA in Russian 5 Jan 83 p 2

[Article by G. Lebanidze (Georgian SSR): "Mountain Railroad"]

[Text] The construction of the Marabda-Akhalkalaki main railroad is envisioned by the republic's five-year plan. What has been earmarked is being carried out successfully. The first section of the railroad, from Marabda to Terti-Tskaro have been opened.

The ribbon has been cut. The electric locomotive which is driven by a veteran railroad worker, N. Azmayparashvili, is gathering speed.

After completion of the construction the 200-kilometer line will go through 5 rayons--Marneul'skiy, Tetritskaroyskiy, Tsalkskiy, Bogdanovskiy and Akhalkalakskiy. It will help to form a large national economic complex in the southwestern part of the republic where coal and polymetals, and also valuable construction materials have been discovered--tufa and basalt.

The railroad will help to include in agricultural production thousands of hectares of virgin land that are located in this zone.

The first secretary of the Tetritskaroyskiy party raykom, D. Bedukadze, adds:

"Construction is being completed on the Algetskoye water reservoir. Along with the construction of the Tbilisi-Kumyskaya irrigation system, this will make it possible to considerably improve the water supply for 6,400 hectares of land."

The train goes along mountain cliffs and extremely broken terrain. Each kilometer of track was difficult for construction workers here.

"A large part of it was laid in places," says the chief of the Zaktransstroy trust, A. Saganelidze, "where automotive transportation is cut off in the winter because of the snowbanks and snowstorms, and entire rayons remain isolated from the 'great land'."

The first section of track was laid in record time, and the commitments made in honor of the 60th anniversary of the formation of the USSR were fulfilled ahead of schedule. Good examples of labor were provided by the assembly workers and fitters, welders and excavator operators as well as operators of railroad

cranes. On this festive day the best of them were honored: D. Sepiskveradze, O. Gelashvili, A. Mitin, T. Khizanishvili, G. Gongadze, N. Martinovich, F. Shushanyan, V. Papel'chuk and others.

The whistle of the electric locomotive greeted many hundreds of people who had gathered in the rayon center of Terti-Tskaro. Here there were festivities in which E. A. Shevarnadze, candidate member of the Politburo of the CPSU Central Committee, first secretary of the Central Committee of the Communist Part of Georgia, participated.

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## RAIL SYSTEMS

### CHIEF ENGINEER OUTLINES PLANNED TRANSCAUCASUS LINE

Moscow IZVESTIYA in Russian 27 Feb 83 p 1

[Interview with N. V. Svanishvili, head engineer of the Caucasian Pass Railroad, by O. Popov (Tbilisi): "Rails Through the Caucasus"]

[Text] As was already reported, at a meeting of the Politburo of the CPSU Central Committee they considered suggestions of the Central Committee of the Communist Party of Georgia and the Georgian SSR Council of Ministers concerning the beginning of the planning of the construction of the Caucasian Pass Railroad. The construction workers will have to carry out a complicated task: to lay rails through the main Caucasian mountain range! An IZVESTIYA correspondent asked the head engineer of the plan for the Caucasian Pass Railroad, N. V. Svanishvili, to discuss the forthcoming unique work.

[Answer] In recent years passenger and cargo flows over the two Caucasian mainlines have increased a great deal. The traffic is most intensive here. Pressed against the mountains on their way to the Black and Caspian Seas, the roads are frequently "attacked" by gales, landslides and mountain streams. Sometimes it is difficult to select a gap for immediate repair. Hence the frequent landslides. The rapid development of the national economies of the Transcaucasian republics constantly increases the loads on these mainlines. New sanatoriums and vacation lodges are springing up along the coast. This means that the passenger flows are increasing. Many variants have been suggested to solve the problem that has arisen. They have even considered the possibility of raising the trains "into the air"--placing them on an overpass over the waves and beaches. But this could not be done: the Black Sea would not allow it. In the first place, it is very deep along the shores and simply gigantic supports would be necessary. In the second place, they would not withstand for long the attack of the waves with rocks that are brought up from the bottom. The force of these shocks is immense.

[Question] So it is certainly not simple to attack the main Caucasian mountain range! The very thought of it takes one's breath away.

[Answer] It will be necessary to attack it--life insists on this. Of course we will not make it to Kazbek or Ushba. That is unthinkable. But . . . any large undertaking is a little bit frightening until one starts in on it.

[Question] Nikolay Vasil'yevich, the readers would be interested in knowing about the people who are solving such serious technical problems.

[Answer] The collective for our plan is large and energetic. Several institutes are helping us. This is natural: it is necessary to know everything about the route--from the terrain to the meteorology and even, as it were, the microclimate of each kilometer. And 9 directions have been considered! And all this had to be studied in detail. The group of researchers have gone through them several times. We submitted developments of variants of three directions to the State Committee of the USSR Gosplan. They approved the Arkhotsk.

And so the direction has been chosen. The road must run from the Zagaz station past Tbilisi along the Aragva valley, then along the Pshavskaya Aragva tributary, past the Khevsuretiya-Borisakho center to the Arkhotsk pass. Its elevation is about 2,400 meters. Here it will be necessary to dig the largest tunnel in rail construction history with a distance of 23 kilometers. Having passed through it from the main Caucasian mountain range, the steel mainline will enter the canyon of the turbulent Assa and make its way toward the Dalakovo station near Ordzhonikidze. True, in the 40 kilometers from here the Assa loses its importance and bends toward the east. Another tunnel is necessary here--a 7-kilometer one, in order to pass through the Tarskiy mountain range.

It would be difficult to overestimate the significance and the economic effect of such a mainline. It will reduce the present distance of trips from Moscow and other centers of the country to Tbilisi and Yerevan as well as the entire interior of the Transcaucasian area by 1,000 kilometers. The Pass Railroad will take the load off the coastal mainlines which will go around the main Caucasian mountain range, extending for 900 kilometers from Gelendzhik to Derbent.

[Question] But 30 kilometers of tunnels in the very middle of the Caucasus is a colossal amount of work!

[Answer] Of course. And if the tunnels were the only thing! But 93 kilometers of the route will be at elevations of 1,170 meters and more. It will have to go over bridges and through viaducts almost 60 times in order to cross mountain rivers and streams. It will be necessary to construct many culverts to prevent landslides and structures to prevent avalanches and protect settlements, to plant trees on the slopes for these purposes, to take away some of the river beds in the ravines for the permanent track, to compress them, thus separating the mainline from the turbulent flows with strong concrete walls. The volume of earth moving work, or, rather, rock excavations will be 22 million cubic meters. But there is no other way.

[Question] From your discussion, Nikolay Vasil'yevich, I have understood that the route will pass through areas that are bleak and hard to reach. But what will the railroad bring to this area?

[Answer] A vital, active life, and further development of the economy, culture and tourism. The places here are, precisely, bleak. Certain villages in Khevsuretiya have no transportation to the rest of the world for 9 months out of the year. We researchers managed to get here with helicopters. And when

wandering through the ravines and canyons we even had to do without the patient Khevsuretiya horses. The places here are very beautiful and magnificent with their flowering Alpine meadows, green velvet of trees, ancient fortress towers made of granite rocks and boulders, and blinding snowy slopes. The Khevsurs are excellent animal husbandry workers who are masters of making items from homespun, very dense wool, and carpet fabrics with amazing embroidery work. It turns out that in addition to large animal husbandry complexes, it is possible to create here factories for fabrics, clothing and rugs, shops for beautiful copper dishware, metal engraving and many other interesting industries. And then people of the mountain settlements will go down into the valleys and cities. And what sanatoriums, houses of recreation and tourist bases it will be possible to create here! The air here is an invigorating balm!

[Question] You are a dreamer, Nikolay Vasil'yevich.

[Answer] Probably. A researcher cannot but be a dreamer. Incidentally, look at this diagram. If you construct three sections of railroad to Stavropol and the Salsk and Transdon steppes, together with our Pass railroad there will be a gigantic direct mainline from Moscow to Tbilisi. This is a prospect for the future. But it gives rise to new ideas. Our posterity will be able to take the rails from the shores of the Black Sea up to the coastal ridge of the mountains. Let boulevards show green along today's permanent track, let the beaches shine as gold, and let the sanatorium palaces look into the sea with their beautiful windows. Let there be such a setting on the pearly shores...

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## RAIL SYSTEMS

### FIRST QUARTER 1983 STATUS OF LOCOMOTIVE FLEET

Moscow GUDOK in Russian 27 Apr 83 p 1

[Article: "Condition of the Locomotive Fleet"]

[Text] In the first quarter of 1983 the efforts of locomotive workers were directed toward stabilizing the technical condition of the locomotive rolling stock. In the network as a whole the depot percentage of malfunctioning electric locomotives decreased by 0.5 percent as compared to the first quarter of 1983. There was less damage on the long-distance tracks and idle time for unplanned repair jobs decreased. In the Northern, Moscow, Baltic, Krasnoyarsk and Kemerovo as well as 12 other railroads the electric locomotives are working reliably. The number of locomotives that have come into the depot for repair is below the established norm. In the majority of depots more attention is being paid to the quality of technical service, operational brigades of fitters have been created, and the responsibility of locomotive brigades and machine operator instructors for the technical condition of the locomotives have increased.

Still in the Far Eastern, Odessa and Volga Railroads there has been an increased number of machines that are in disrepair. Here, and also in the Northern Caucasian, Azerbaijan and Eastern Siberian Railroads there have been more unplanned trips to the depots and the idle time of locomotives during repair has increased. The depot percentage of electric locomotives in disrepair in the Transcaucasian Railroad exceeds the average network indicators 1.31-fold, the Southern Ural--1.21-fold and the Belorussian--1.19-fold.

A good deal of damage on the long-distance lines arises because of violations of the conditions for the operation of locomotives. Thus in the Yerevan division of the Transcaucasian Railroad the proportion of trains with many cars has exceeded the critical norm. This has brought about damage to 40 electric locomotive engines in the Leninakan depot and 25 in the Yerevan depot.

For the network as a whole the plans for all kinds of depot repair work on electric locomotives have been overfulfilled. The amounts of idle time for this work have been decreased except in TR-2. But in TR-1 and T0-3 they are losing a larger amount of time than is envisioned by the norm. The Southern, Sverdlovsk, Southern Ural, Azerbaijan and Transcaucasian Railroads have released fewer electric locomotives from repair than was envisioned. In the Western

Siberian Railroad they are conducting TO-2 within the established time periods. On 18 February 8 electric locomotives were released from the Isilkul station without service, and on 14 March--5 of them were.

In the network today the number of unrepaired steam engines remains at the level of the first quarter of 1982, and the depot percentage of unrepaired machines in the network as a whole exceeds the norm 1.24-fold.

There has been a certain reduction in the quantity of damage and the number of trips of steam engines to the depot because of breakdowns on long-distance trips, and their idle time for unplanned repair has been decreased. But in the Sverdlovsk Transbaykal, Far Eastern and other railroads the number of breakdowns on long-distance trips has increased.

The overrunning of steam engines between technical inspections has been reduced 1.16-fold. In the Southwestern, Southeastern, Kemerovo, Baykal-Amur and other railroads in the first quarter of 1983 they increased as compared to the same period of 1982.

The volumes of planned repairs of steam engines envisioned for the first quarter of 1983 have been fulfilled. Yet in the Transbaykal, Krasnoyarsk, Kemerovo and Belorussian Railroads the locomotives stand for a long time waiting for planned repairs. In 8 other railroads, including the Krasnoyarsk, Southern Ural and Western Kazakhstan, the duration of the TR-3's has increased, in 7 of them the TR-2's have, and in 14 of them the TR-1's have. The repair work in the locomotive depots is organized especially unfavorably in Mogocha, the Irkutsk shunting station, and the Tyumen, Belovo and Kurort-Borovoye stations.

Locomotive operators have many complaints against the plants. The Southern Ural Railroad has made a complaint against the plants concerning half of the steam engines that they have repaired. The TEM-1346 steam engine has been standing in the Magnitogorsk depot since March 1982 because the diesel engine is not working. It was sent to the Astrakhan technical repair plant. The vertical transmission was destroyed on a locomotive repaired at the Orenburg technical repair plant, and is now in the Nyazepetrovskaya depot during its guaranteed running time. And it has still not been put into operation. The plants do not satisfy the needs of the depot for spare parts which are in critically short supply.

Measures are being taken to improve the technical conditions of the locomotives. The majority of railroads are strengthening the depot repair base, deepening the specialization of the depots, and increasing the requirements on the quality of repair and servicing of locomotives. At the Nizhnedneprovsk-Yzel, Apostolovo, Melitopol and other stations the technical inspections are done in covered PTO's. The Darnitsa locomotive depot has organized mobile shops for performing TO-2's on locomotives that are operating in stations that are distant from the depots. All the depots of the Donetsk Railroad are introducing dispatcher control of the repair process. In less active sections the locomotives are assigned to brigades. Discipline among machine operators is being strengthened everywhere. Brigade forms of labor organization are being extended to repair work.

The results of the work in the first quarter are, frankly, modest. Locomotive workers must exert even more effort in order to increase the reliability of the operating fleet.

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## RAIL SYSTEMS

### FIRST QUARTER 1983 WRAP-UP OF RAIL TRANSPORT WORK

Moscow GUDOK in Russian 10 Apr 83 pp 1, 2

[Article from materials of the Administration of Statistical Accounting and Accountability of the Ministry of Railways: "Not To Be Satisfied With What Has Been Achieved, But To Reach New Goals"]

[Text] The decisions of the November (1982) Plenum of the Party Central Committee and the instructions of General Secretary of the CPSU Central Committee, Comrade Yu. V. Andropov have become a militant program and a guide to action for all workers in rail transportation. Concrete measures for strengthening discipline and organization and decisively improving all work of the country's main conveyor were earmarked at an expanded meeting of the board of the Ministry of Railways on 13 December 1982. These measures are now being consistently implemented.

High socialist commitments have been adopted in the railroads and enterprises, and in rail transportation as a whole. Competition has been extensively developed for successful fulfillment of the planned assignments and the achievement of the goals that are earmarked in the commitments.

Beginning in November of last year, from month to month the plan for the shipment of cargo has been regularly fulfilled. The movement of the cars has been accelerated. The utilization of the rolling stock and other technical equipment is being improved. Assignments are being carried out for the most important economic indicator--increased productivity of the labor of workers employed in shipments.

In the first quarter of this year 936.2 million tons of national economic cargo were shipped. This is 16.2 million tons more than was planned. The volume of shipments exceeded that of the same period of last year by 40.4 million tons or 4.5 percent.

The plan for the kinds of cargos is being fulfilled more consistently than in previous years. The assignment was fulfilled for 34 of the 42 kinds of cargos envisioned by the plan. And there has been a considerable increase in the shipment of 39 kinds of cargos. Of the 17 most important kinds of cargos on the annual list, the plan was overfulfilled for 11.

The following amounts of cargo were shipped in excess of the plan: iron and manganese ore--2 million tons, ore of nonferrous metals--193,000 tons, ore of ferrous metals--2.1 million tons, coke--164,000 tons, industrial raw material--587,000 tons, granulated slag--228,000 tons, shale--95,000 tons, construction materials--3.8 million tons, and industrial consumer goods--15,000 carloads.

Railroad workers are making a weighty contribution to the implementation of the Food Program. They have delivered in excess of the plan 3 million tons of grain cargo, 339,000 tons of sugar, 101,000 tons of meat and animal fat, 191,000 tons of potatoes, vegetables and fruits, 81,000 tons of fish, 199,000 tons of salt, and 30,000 carloads of other food cargos. The plan for the shipment of agricultural machinery was surpassed by 13,000 carloads. A large quantity of chemical and mineral fertilizers and other products was delivered.

Yet, in spite of the fact that the amount of raw coal that was transported was increased by 576,000 tons as compared to the first quarter of 1982, petroleum and petroleum products--by 1.7 million tons, and timber materials--by 2.7 million tons, the assignments for transporting these most important cargos were not completely fulfilled.

The overall planned loading was accomplished by 28 railroads. The plan was underfulfilled by the Kuybyshev Railroad which failed to transport 685,000 tons, the Tselinaya--800,000 tons, the Kemerovo--660,000 tons and the Southern Ural--469,000 tons.

The state of affairs with respect to the plan for the list of kinds of cargos is not good for a number of railroads. Thus on the Gorkiy Railroad, of the 12 cargos envisioned by the annual plan, the assignments were fulfilled for only 2, the Oktyabr'skaya--4 of the 15, the Northern--5 of the 14, the Donetsk--8 of the 16, the Volga--4 of the 10, the Southeastern--6 of the 14, the Sverdlovsk--3 of the 17, the Kuybyshev--only 1 of the 14, and the Southern Ural--4 of the 16.

One cannot but be alarmed about the situation with respect to shipments of coal. The main underloading as compared to the plan was the fault of the Kemerovo, Donetsk and Tselinaya Railroads. And this in spite of the fact that they had a considerable surplus of open cars with local cargo (107.4 percent of the norm). The average daily number of open cars that were not unloaded exceeded 5,000.

On a number of railroads, and primarily the Alma-Ata, Southern Ural, Lvov, Sverdlovsk, Odessa, Central Asian, Far Eastern, Oktyabr'skaya, Southwestern, Azerbaijan and Southeastern, regulation discipline has decreased. There was an especially large number of violations during March. The corresponding administrations of the ministry were not demanding enough in order to achieve unconditional fulfillment of regulation assignments by the railroads and to increase loading and maximally utilize open cars for shipping coal. There were also failures to deliver products for shipment and underloading which were the fault of the clients, including for shipping rock coal. The managers of several railroads and divisions put up with cases like this and are not bothered by the fact that the cars are delivered and stand idle for no reason when they could be used in other places.

The utilization of the cargo and weight capacities of the cars continues to improve. The static load exceeded the assigned load by 110 kilograms. This made it possible to ship about 2 million tons of cargo without bringing in extra cars. The assignment for the static load was fulfilled by 27 railroads. It was not fulfilled by the Southeastern, Western Kazakhstan, Sverdlovsk, Southern Ural and Western Siberian Railroads. If this assignment were fulfilled by all the railroads the transportation could ship more than 700,000 additional tons of national economic products.

The plan for unloading was fulfilled by 100.8 percent. As compared to last year the amounts of unloading increased by 4.1 percent. There were 17 railroads that fulfilled the assignment with respect to this indicator. Still, with a significant surplus of local cargo, more than 12,000 cars remained unloaded each day. On the Volga Railroad the surplus of local cargo exceeded the norm by 30.5 percent, the Alma-Ata--by 28.6 percent, the Transcaucasian--by 26.8 percent, the Southern Ural and Azerbaijan--by more than 17 percent, and the Far Eastern--by 15 percent. But still these railroads did not fulfill the plan for unloading.

The cargo turnover amounted to 888 billion tariff ton-kilometers. This is 22 billion more than called for by the plan and 45.3 billion more than last year's level. Cargo turnover increased on all the railroads.

The overall transfer increased on 27 railroads. In the network as a whole it increased by an average of 10,500 carloads per day. As compared to last year the increase in the overall transfer was provided as a result of loaded cars. At the same time in the Volga, Western Kazakhstan, Moscow, Donestsk and Belorussian Railroads the amounts of transfer decreased somewhat. The Tselinaya, Western Kazakhstan, Alma-Ata, Volga, Northern Caucasian, Sverdlovsk and Southeastern Railroads, while they had large surpluses of transit cargo (from 120 to 149 percent of the norm), failed to fulfill the assignments for the movement of the cars.

The accelerated movement of the cars has had a positive effect on the level of utilization of the rolling stock. It has increased considerably as compared to last year. The turnover of the cars has been accelerated by 3.7 percent. The productivity of each car has increased by 4.5 percent. The annual daily running time has increased by 3.3 percent.

The average weight of a train has increased by 32 tons. The average daily travel distance per locomotive has increased by 2.3 kilometers, and their productivity has increased by 18,000 ton-kilometers brutto.

Still the assignments for a number of quality indicators of the utilization of rolling stock remained unfulfilled. The turnover of cars accelerated on 22 railroads, but only 13 of them fulfilled the plan. On the Northern Caucasus, Volga, Western Kazakhstan, Tselinaya, Alma-Ata, Central Asian, Southern Ural and Western Siberian the turnover even slowed down as compared to last year.

The plan for the repair of cargo cars in the depots and at the plants of the Main Administration for the Repair of Rolling Stock and the Production of Spare Parts was overfulfilled. On the initiative of Moscow workers, industrial enterprises of the ministries and departments repaired more than 114,000 cars. Still the fleet contains a large number of unrepaired cars. An especially large amount of unrepaired covered cars has accumulated in the Southern and Lvov Railroads, open cars--on the Odessa, Southeastern and Southern Ural Railroads, and refrigerated cars--on the Moldavian, Central Asian, Azerbaijan and Southwestern Railroads. Cases of uncoupling of cargo cars because of technical disrepair increased, especially on the Southern Ural, Western Siberian and Eastern Siberian Railroads.

During the first two months of the quarter the amount of damage to electric locomotives decreased by 5.8 percent, and steam engines--by 7.1 percent. The number of trips for unplanned repair of electric locomotives decreased by 19 percent, and steam engines--by 17 percent. The percentage of unrepaired locomotives decreased somewhat as compared to the corresponding period of last year and the percentage of unrepaired steam engines remained the same. Still the number of unrepaired steam engines considerably exceeds the norm. The situation is especially unfavorable on the Oktyabr'skaya, Belorussian, Moldavian, Southern, Azerbaijan, Volga, Western Kazakhstan, Alma-Ata, Sverdlovsk and Transbaykal Railroads.

More than 10 million passengers travel on the railroads each day. For the first time in recent years the assignments for the volume of passenger turnover were fulfilled. Passenger turnover amounted to 74.3 billion passenger-kilometers. This is 3.8 billion (5.4 percent) more than the plan. As compared to last year passenger turnover increased by 4.7 billion passenger-kilometers, or by 6.8 percent.

The increased volume and improved quality of shipments could not but be reflected in the economic indicators. The labor productivity of workers employed in the shipments increased by 5.1 percent as compared to the first quarter of 1982 while the assignment was for 2.1 percent. As a result of increased labor productivity, more than 94 percent of the increased shipments was assimilated. On the Moscow and Gorkiy Railroads, the railroads of the Ukraine (except for the Lvov), the Northern Caucasian, Transcaucasian, Kuybyshev and Transbaykal Railroads, as a result of increased labor productivity the entire increase in shipments was assimilated. In the network and on 30 railroads, except for the Transcaucasian and Western Kazakhstan, a correct ratio was observed between the rates of increase in earnings and labor productivity. Losses of working time because of idle time of the machinery decreased somewhat. But on individual railroads, and mainly the Alma-Ata, Western Kazakhstan and Central Asian, they increased.

In spite of the measures that were taken, there are still many shortcomings in the organization of the labor of locomotive brigades. There is an especially large number of violations of the established time of continuous operation of locomotive brigades on the Tselinaya, Alma-Ata, Southern Ural and Western Kazakhstan Railroads.

The majority of railroads have fulfilled the main assignments in terms of financial indicators. The cost of shipments during the first quarter increased by 1.9 percent while the assignment was for 1.3 percent. As a result of the reduced cost, the savings on operation funds for the volume of shipments that was carried out was 65 million rubles. The best results in reducing the cost of shipments were achieved on the Gorkiy, Sverdlovsk, Moscow, Lvov, and Baltic Railroads. The assignment for profit during January-February was covered. The Ministry of Railways fulfilled its commitments to the State Budget.

The task consists in carefully analyzing the results of the work during the first quarter, eliminating shortcomings in the organization of shipment and the utilization of technical equipment and material and labor resources, and searching out reserves for successful fulfillment of the assignments of the half year and then of the plan for the third year of the five-year plan as a whole.

It is now the second quarter. Spring field work has been developed on a broad front. And it is the duty of railroad workers to provide for high-speed delivery of cargos for agriculture: planting materials, chemical and mineral fertilizers, agricultural machinery, fuel for truck and tractor equipment, and other cargos.

It is necessary to take the most decisive measures for unconditional fulfillment of the plan for the shipment of rock coal, ore and metallurgical raw material, and petroleum, timber, food and other most important cargos. It is necessary to take maximum advantage of all possibilities in order to keep up with the assignments for the entire list of cargos everywhere.

Mass transportation of passengers begins in the second quarter. A new schedule will be introduced for the movement of the trains beginning 29 May. And it is very important that from the first day passenger and suburban trains strictly follow the schedule. It is necessary to work energetically on eliminating shortcomings and to bring order into the railroad stations, especially in the organization of ticket selling. Much will have to be done to improve the service for the passengers on the trains and improve the quality of preparation of the rolling stock for the trips.

It is a matter of honor for workers in rail transportation to reinforce the successes achieved in the first quarter and even more extensively develop socialist competition for complete, prompt and efficient satisfaction of the needs of the national economy and the population for transportation. There are new and higher goals in the future. And they must undoubtedly be reached. This is required of us railroad workers by the decisions of the 26th CPSU Congress.

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## RAIL SYSTEMS

### TOUR GROUP LEADER DECRIES TRAIN PASSENGER SERVICES

Moscow GUDOK in Russian 23 Feb 83 p 3

[Article by V. Pantyukhin, leader of a tourist group of school children;  
Rostov-on-Don: "Go, Look and Wait"]

[Text] Dear editors! In January I took a group of school children on an excursion to Yerevan. I wish to tell about the trip without any commentary. And you judge what kind of trip we had.

On 3 January at 3:00 p.m. (30 minutes late) Train No 184 left the Rostov-Glavnyy station. On the next day just after having passed Tuapse they began to seat passengers without tickets. They took unlimited numbers of them on at each station. The activity of the conductors reached a point where in the sixth car the passengers without tickets crowded out our school children.

"What is money, right?" the conductor stated. "Everyone must travel."

"Where is the head conductor of the train?" I asked.

"At the end of the train."

I went to look for him. It turned out that he was in the middle of the train, in the dining car. I apologized and asked for help. The answer: "Tell the conductor and let him come to me." I went and conveyed the order.

"I will not leave the wagon, let him come to me himself," said the conductor.

I returned to the dining car and conveyed the words of the conductor.

"All right, we shall straighten this out," pronounced the head conductor of the train.

Within an hour our seats were vacated, but then the other half of the car was so overcrowded that it was difficult even to get to the restroom.

After Sukhumi the train was already 8 hours late. We asked for tea. "There is none and there will be none," answered the conductor.

On 5 January at 5:20 p.m. we arrived in Yerevan. The arrival time according to the schedule was 7:07 a.m. Naturally we failed to arrive at some of the planned events. On 8 January I went to the person in charge at the train station and asked to make a complaint about the tardiness of the train. The person in charge carefully looked at the group ticket, found Train No 184 in the journal and said that it had arrived not at 5:20 p.m. but at 4:40 p.m.

"Well have it your way," I said. "Make the complaint."

"I shall not make the complaint, go to the chief . . . my name is none of your business. I said go to the chief!"

I went, looked for him, waited and explained. I received the answer:

"We do not make such complaints. Go to the railroad administration."

I found out where it is located. It turns out it is in Tbilisi.

On 9 January we began our return trip on the same train. It left the Yerevan station 30 minutes late. We were in cars No 7 and No 8. Car No 7 was clean and warm. Car No 8 was cold and filthy. We received the bedding: instead of 21 sets the conductor gave us 16.

The children were freezing. There were cracks in literally all the windows, one door to the platform did not close, and another one closed but this did not do much good since it did not have glass in the window. We asked for tea. The conductor explained: "They did not give us any charcoal, there is nothing to brew it with, and we did not receive any sugar. Therefore, there will be no tea."

During the night it became very cold. Somehow we acquired additional blankets. The conductor and his friends were drinking wine, making noise and smoking. We demanded that they stop this. Gradually they quieted down . . . passengers without tickets came on at every station. They took the extra blankets away from the children. The conductor was sleeping.

In the morning he commanded:

"Why do you not clean up the car? Well, sweep it out!"

The children swept it out. One of them was in the conductor's way in the aisle. He raised his hand as if to strike the child. Someone grabbed his hand in time. . . . we went to car No 7 to get warm. I found out some news: during the night someone had stolen a fur from a girl, a cap from a boy, and boots from someone else. This was nothing surprising: after all, the car was like a corridor.

This is the way we traveled. We draw no conclusions. We hope that they will be drawn by the workers who are responsible for serving the passengers. And we would like to read in GUDOK what kind of conclusion they drew.

## RAIL SYSTEMS

### CONDUCTOR SCORES TRAIN PASSENGER BEHAVIOR

Moscow GUDOK in Russian 26 Mar 83 p 2

[Article by T. Tronova, conductor (Leningrad): "Frankly About Something Painful"]

[Text] I frequently read articles and remarks about conductors in your magazine. Sometimes they are very offensive. So I decided to tell you about my work. For I am a conductor myself.

Yes, I agree that one encounters all kinds of conductors. Including slobs. But, after all, there are also various kinds of passengers. Some are used to cleanliness and order at home--and their [train] compartments are tidy too. But those who aren't used to cleanliness at home are messy in their compartments--on the table, on the floor, on the seats, everywhere there are crumbs, scraps of paper and cigarette butts . . . you make a remark and you hear the response: "You are paid to do this . . . ." Of course I must clean up after them. But one is offended by the fact that certain passengers (mainly youth) are so disrespectful to us conductors.

We are especially bothered by drunks. Once I refused to let some drunk passengers into the car. There were three of them. And so they dealt with me, as it were, without a judge or a jury. One of them tried to rip off my cap. Another kicked me and a third pushed me. And if the police had not come at the right time I do not know what would have happened to me.

And what about the passengers? They were observing with interest how a conductor, a middle aged lady, would get out of this situation.

What kind of mood was I in after such passengers came on? How was I supposed to relate to passengers who would not lift a finger to stop the hooligans? "Nicely and politely," you answer. Correct . . . but for almost an hour after that encounter I could not collect myself; my hands and legs were shaking.

Yes, I am a conductor. And the passenger can treat me any way he wants to, for he is always right. For us workers this is our service, our lot in life. A conductor should do something, a conductor must . . . everyone talks about this and writes about it everywhere. But nowhere is it written: "The conductor has the right . . . ." In particular, the right not to let a drunk into the car. In order to remove a drunk it is necessary to fill out a document. It

must be signed by a minimum of three passengers. And they must not simply sign it, but give their passport number. And far from everyone wants to do this, not everyone wants to be involved with a hooligan.

But who is concerned about the conductor? About our rest and food? Everyone is talking about this kind of conductor and that kind of conductor . . . but have you thought about the fact that this conductor serves one car for 4-8 days? That he has no time to rest on route? And there is no time! Even though the work schedule includes rest. But this is on paper, for those who verify the schedule. If the train leaves at night, you cannot count on resting before 2 a.m. Because one must take the tickets from the passengers, place them in the ticket file, carry and distribute bedding, gather and count "bedding" money, remove packing bags and sweep out the car (after the passengers embark there is always garbage). In the morning, at 7 a.m., I brew tea so that it is ready by 8. And approximately until 12 o'clock I distribute it, because the train leaves at night and therefore certain passengers sleep until 11. Then I wash the tea dishes and clean up the service compartment.

It sometimes happens that there is a little time before the next stop when one could take a little nap. But nothing of the sort. An inspection. It begins to get on one's nerves. Even though it seems that everything is in order: the tickets are torn, the punches are checked, the linen order is checked and noted, and so forth. In a word, everything has been done and written down correctly. The number of tickets is equal to the number of passengers in the car, unoccupied seats and those that are being vacated are reported correctly and promptly. It seems that one should say to the conductor: "Thank you for your work." But no! They will wear out their welcome, saying insolently: "Conductor, I am going past the dining car, give me some money for beer." One asks, where is this money to come from? Their earnings are no less than mine, they work 3-4 hours a day, they are healthy and flourishing, but they are moochers, and they say, "Give me money for beer."

Certain inspectors of the Southwestern Railroad are guilty of this. But try to deal with them when it turns out that two people are assigned to the same seat in the car. Then it's not their concern, they don't want to fill out documents against their own cashiers and ask for the conductor to fill out these documents. But I do not have time, I am supposed to serve the passengers and not fill out documents. And not all conductors fill them out correctly.

And the bedding that we offer to the passengers? I once showed it to a commission made up of the chief of the reserve, a physician from the sanitary and epidemiological station and the instructor for bedding: sheets with yellow stains, ripped, unwashed, and the pillowcases and towels were no better. Did anything change? Nothing. And the passengers' complaints are again made against the conductor.

The deficiencies of the linen in the bags which we bring in 30 minutes before the departure of the train have become the talk of the town. In essence, the storehouse worker must give the conductor the linen himself. But this does not happen. The driver throws the bags onto the platform and goes on. And the storehouse workers do not even come near the conductor when the linen is being

distributed. They are not there, they are sitting in the storehouse because they do not want to sit on the hotseat. How do you prove later that there was not enough linen in the bag? And so we pay for these deficiencies.

At one time the practice was that if the linen was brought late and could not be counted in the presence of the storehouse worker, from the first section station they would send a telegram to the depot about which cars did not have enough of what kind of linen. We now have a new chief of the reserve, and he pays no attention to our telegrams. They do not trust us. But why? And how can they indiscriminately believe all storehouse workers and just as indiscriminately refuse to believe all conductors?

Several times I have not had enough clean linen in the packages. I sent a telegram and filled out a document with the signatures of the chief conductor and the passengers. I sent a statement on behalf of the chief of the depot, and so forth. But they still did not return to me the money that was deducted from my wages for this.

It is a shame that they punish not the thief, but someone who is not guilty. I personally no longer want to work in cars with reserved seats and compartments. I am better off in the general cars.

A couple of words about uniforms. Nothing needs to be said about the material from which they are made; everything sticks to it like iron to a magnet. Try to spend three years in such a "uniform" and look halfway decent. As for the hats (standard), I have not been able to find them for many years. There is the Zheleznodorozhnik store. We have one in Leningrad and one at the Baltic station. Why not sell uniforms in them so that a person can immediately buy them and put them on? No, one must order them and wait 3-4 months until the uniform is ready.

This is all I wanted to say.

I am sorry that everything turned out so chaotic. I simply wanted to share everything that has pained me and has been accumulating in my soul.

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## RAIL SYSTEMS

### CHRONICALLY TARDY WORKER BLAMES COMMUTER TRAINS

Moscow GUDOK in Russian 16 Jan 83 p 2

[Article by V. Kargal'tsev, Brigadirskaya Station: "How I Became A Violator"]

[Text] I live at the Brigadirskaya station and I work in a plant in Michurinsk. And I am late to work almost every day. It is embarrassing to admit this, but a fact is a fact.

But for some reason it is not embarrassing to the railroad workers of the Michurinsk division, whose fault it is that I and many others are late to work. Otherwise they would have finally arranged for the electric trains to run on schedule. At least the morning ones.

So that I will not be speaking without evidence, I shall give some examples. Electric Train No 6542, Spaskoye-Michurinsk, which I take, on 20 December arrived at my station 31 minutes late, 21 December--26 minutes late, 22 December--14 minutes late, 23 December--27 minutes late, 27 December--28 minutes late, 28 December--30 minutes late, 29 December--11 minutes late and 31 December--17 minutes late. Do you think that things changed in the new year? Nothing of the kind. On 3 January it was 1 hour and 11 minutes late, and on 4 January--32 minutes late . . .

Am I to begin my trip to the plant on the preceding evening? Or change my job? Or can the Michurinsk railroad workers still change their attitude toward the electric trains?

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## PORTS AND TRANSSHIPMENT CENTERS

### HANDLING OF GRAIN, OTHER FOODSTUFFS AT ILICHEVSK PORT

Moscow MORSKOY FLOT in Russian No 3, Mar 83 p 2-3

[Article by N. Rakovskiy, director of the Work Safety and Health Department of the Ilichevsk Port: "Contribution of Port Workers to the Foodstuffs Program"]

[Text] The Ilichevsk port workers, realizing the importance of their work in the national economy, are continuously increasing the volume of foodstuff cargos handled through the largest Black Sea port.

Grain, bulk fats and oils, rice, flour, sugar, butter, tea, coffee, juices, vegetables and so on enter the country in a steady stream. In the first year and a half of the 11th Five-Year Plan 6.95 million tons of cargo have been handled.

The primary direction adopted by the Ilichevsk workers in implementing the decisions of the 26th CPSU Congress includes mechanization of the cargo handling process, strengthening of cooperation with the associated organizations of the Ilichevsk transport center, improvement of labor organization by creating multishift UKB [consolidated multiskill brigades] of dock workers and machinery operators, extension of the brigade cost accounting system, and the use of effective incentives to increase labor productivity.

The introduction of a roadstead-based system for handling vessels with the aid of a floating grain-handling conveyor and portable pneumatic machines, by which the grain is transferred from ocean-going vessels directly into the holds of river-going vessels of the "Volgo-Balt" type, has led to a considerable increase of the volume of grain handled. The river vessels deliver the grain to the destinations by water, significantly relieving the railways.

Automatic feeders, developed by the port efficiency experts, make it possible to dispatch the loaded railcars without return for weighing and reloading to their cargo capacity.

As a result of all the adopted measures, more than 5 million tons of grain has been transshipped during the first year and a half of the 11th Five Year Plan.

The level of mechanization in the transshipment of fats and oils and wine products in bulk form is also quite high.

The adoption of the packet technique for transferring bagged cargos from the vessels into boxcars and the use of highly-productive small lift trucks with multifork grips and the use of ribbed pallets have made it possible to mechanize these operations and handle the extensive cargo traffic in rice, barley and sugar. Over 440,000 tons of these products has been transshipped in the last year and a half.

The increase in the intensity of the cargo operations was aided by staffing the dock-worker and machinery-operator brigades to the optimal manpower in accordance with the Lenmorniiproekt [Leningrad Scientific Research and Planning Institute of the Maritime Industry] technique, creating new dock-worker brigades and organizing consolidated multishift, multiskill cost accounting brigades (UKB), the members of which are financially interested in the final results of the handling of vessels and railcars with produce cargos.

The cost accountable UKB Numbers 303 and 304, headed by A.Korzyuk and O.Yartsev, service the shore-based and roadstead-based grain handling facilities respectively. They are exceeding each month the plans with regard to cargo handling, improving their economic performance, and reducing the time spent by the vessels and railcars waiting for cargo handling.

A striking example of good labor organization is the operation of team B of the 303rd brigade: the 37 dock workers transferred in one shift 7,500 tons of wheat from the holds of the diesel ships "Chera Lamba" and "D.A.Park" into railway cars and vessels of the "Volgo-Balt" type, fulfilling the consolidated shift output norms by 190.5 percent. On the basis of the agreement with the administration of the third cargo region of the part the entire bonus (dispatch money), based on reducing ship laytime, is credited to the cost accountable UKB.

The cost accountable brigade led by Yartsev handled more than 665,000 tons of cargo.

The labor productivity in cargo operations (which was 7.2 percent above the plan) increased thanks to the progressive piece-rate system of labor payment in the handling of bagged and other cumbersome individually-packaged cargos. The payment for handling goods in volumes exceeding the shift output norm is based on double and triple pay rates. The following are two examples of operation of outstanding brigades.

UKB No 405, consisting of 26 individuals headed by the team leader I.Nikiforenko, unloaded 353 tons of boxed butter from the holds of the diesel ship "Matsusima Maru" and loaded it into railcars. The norm was fulfilled by 173 percent.

UKB No 109, consisting of 22 members headed by I.Vlakh, unloaded 311 tons of tea and canned juice in one shift from the "Dzhalamurang" and loaded it into railcars. The shift norm was fulfilled by 133.1 percent.

During the first year and a half of the 11th Five-Year Plan the Ilichevsk seaport handled 1.249 million tons of vital economic cargos over and above the plan. The entire cargo handling volume increase was achieved through increased labor productivity. The level of mechanization of the cargo operations has reached 95.3 percent and the economic effectiveness of the port activity has increased significantly.

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## PORTS AND TRANSSHIPMENT CENTERS

### PORT PERFORMANCE WRAP-UP FOR MARCH 1983

Moscow VODNYI TRANSPORT in Russian 19 Apr 83 p 1

[Staff survey: "Productivity Potential Should be Mobilized"]

[Text] The operation of the transport centers in March was marked by a high level of organization, persistence in achieving the scheduled goals, and mutual assistance in meeting the monthly and quarterly quotas. As a result of the common efforts the plan with regard to cargo transshipment was fulfilled by 109.7 percent, with the figures for export goods being 105.6 percent and for import goods 115.2 percent; the goal with regard to transshipment from one transport mode to another was fulfilled by 103.9 percent, and the plan for the transshipment of in-transit goods was overfulfilled. The railway workers were also successful: 1,800 more freight cars than planned were delivered to the ports. This made it possible for the transport centers to fulfill the plan with regard to the shipment of import cargoes by 101.5 percent, including bulk grain cargoes by 106.3 percent, pipes by 100.3 percent, and metals by 157.3 percent. The sugar shipment plan was not met (95.7 percent).

In spite of the high rates of import foodstuff shipment from the ports, their backlog at the end of the month increased somewhat: the month-end backlog was 3.224 million tons, which is 220,000 tons more than at the beginning of March.

The teams of the Murmansk, Leningrad, Riga, Berdyansk, Kerch, Ilichevsk, Nikolayev, Odessa, Termez, Valdivostok, Nakhodka, Petropavlovsk, Magadan and Vanino transport centers did a good job. Difficult situations had to be overcome in March at Novorossiysk, Kerch and Batumi. As the weather conditions improved, the Novorossiysk transport center, which had previously been one of the best centers, had to make up for the delays. They were assisted in this by the North-Caucasus Railway but were not able to correct the situation.

The situation was quite different in the Georgian transport centers. Here the workers allowed the delays to pile up and did not show the necessary perseverance. The managers of the Transcaucasus Railway, which was recently quite honored as one of the centers operating most consistently with regard to import cargo shipment, failed to take any action. As a result, at the end of March there was 230,000 tons of grain waiting at the Poti and Batumi ports aboard ships for unloading for delivery to the Transcaucasus Republic, and the railway ended the month 1,770 freight cars behind the plan established for this cargo and 2,630 cars behind the requests submitted by the ports.

The seamen and railway workers of the Klaypeda port demonstrated an example of good work at the end of March; these workers struggled literally up the final hours of the month to fulfill the plan and were successful. The plan with respect to freight cars was somewhat overfulfilled, which was by no means a simple problem for the Baltic Railway transport centers.

We shall discuss the Caspian Basin separately. All the Caspian Merchant Marine ports fulfilled the monthly plans; the only organizations failing to meet their quotas were those that form part of the transport centers combined in the Baku-Krasnovodsk Ferry Service. This segment of the very important railway route running from the Transcaucasus to Central Asia appears to isolate rather than unite the Azerbaijan and the Central-Asian Railways. Endless differences continue, and there is no sense of cooperation and governmental responsibility here. The ferries continue to depart only partly loaded (in March 11 completely empty trips were made); it is true that in three of these trips the ferries departed Baku with trucks aboard. For several years there have been no loads from Baku to Krasnovodsk.

However, goods continue to travel around the Caspian Sea, and the demands of the customers for shipment by ferry are turned down because of the "overload." In March alone the ferry service failed to carry more than 100,000 tons of goods, which led to failure to meet the monthly plans with regard to transshipment by the Baku (93.7 percent) and the Krasnovodsk (83.1 percent) transport centers--both organizations were 100,000 tons short. It is obviously time to demand that the Central-Asian and Azerbaijan Railways together with the Caspian Merchant Marine work out joint specific measures for full utilization of the ferry service in both directions and present their proposals to MPS [International Chamber of Shipping] and MMF [Ministry of the Maritime Fleet] for approval. March showed that in the matter of organizing effective operation of all the ferry services it is necessary to introduce some systematization, both in regard to technical support and in regulation of the loading operations.

There is an urgent need for changing over from the use of transshipment volume as the work index to the use of the transfer from one transport mode to another of those cargos which have been planned and in the quantities which have been planned. This problem is far more complex than simply reporting in terms of "meaningless" tons, which are often not important to the national economy. For example, in March the Izmail transport center while fulfilling the transshipment plan by 116.9 percent fulfilled only 96.3 percent of the export shipment plan and only 91.5 percent of the import shipment plan, however, the coastwise cargo transshipment volume was 2.5 times the plan. The Reni port fulfilled the overall plan (105.9 percent) and shipped 104.2 percent of the export cargo plan and 129.3 percent of the import cargo plan. The reason was that the Odessa Railway was remiss in supplying the transport center in Izmail, while Reni operates in close contact with the Moldavian Railway, which has recently been more attentive to the cargo shipment problems.

In March the transport centers showed considerable activity related with the shipment of pipes and construction equipment for the Urengoy-Uzhgorod gas pipeline. In all, 730,000 tons of pipe were shipped, including 143,000 tons

for the gas pipeline. Not all the transport centers fulfilled the established plans with regard to accelerated shipment of pipes and equipment prior to the bad roads during spring thaw. In Murmansk 413 railcars less than target plan were delivered for pipes and metal, the shortage in Vyborg was 150 cars, the shortage in Kalingrad was 750 cars. The shortages of pipes for the Urengoy-Uzhgorod gas pipeline are basically concentrated at Leningrad (102,000 tons) and Ilichevsk (50,000 tons).

The unloading of packaged foodstuffs and consumer goods was not satisfactory. It is quite clear that inadequate attention was devoted to this problem in the centers throughout the first quarter. As a result vessels are waiting for long times for unloading. It is now standard practice that in Leningrad and Riga ships carrying flour begin unloading only after a wait of 15-20 days. At Batumi the diesel ship "Uelen" has been waiting with flour (12,500 tons) and at Poti the diesel ship "Marneuli" has been waiting with rice (10,300 tons) since the 15th of March. Unloading is proceeding slowly, and basically into warehouses where nearly 8,000 tons of cereal cargos have already accumulated.

The primary reason for this situation lies in the fact that the railways are slow in supplying the boxcars, and grain and sugar shipment has been almost entirely shifted to grain-carrying cars.

The early opening of the navigation season on the rivers should contribute to accelerating movement of the goods. Truck transport can and should take on a large part of the load. All the associated enterprises should increase the level of their activity associated with interbranch transport cooperation and achieve this month considerable reduction of the cargo backlog in the centers, improvement of the transport equipment handling indexes, and shortening downtime period of ships and railcars.

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## PORTS AND TRANSSHIPMENT CENTERS

### PORT PERFORMANCE WRAP-UP FOR APRIL 1983

Moscow VODNYY TRANSPORT in Russian 19 May 83 p 1

[Staff survey: "Planning Discipline Needs Improvement"]

[Text] In April the maritime transport centers fulfilled the cargo ship transshipment plan by 105.9 percent. The successful operation of most of the collectives in the course of the month ensured fulfillment of the 4-month goals and the socialist pledges honoring May Day. In the first 4 months of this year over 1 million tons of cargo more than last year was transferred from one mode of transport to another. The export cargo transshipment volume was 1.450 million tons more than last year, and the import cargo transshipment volume was 430,000 tons more, while the volume of domestic goods handled was less.

The Leningrad, Vyborg, Ventspils, Feodosiya, Belgorod-Dnestrovsk, Kerch, Berdyansk, Izmail, Makhachkala, Aktau, Pos'yet, Vostochnyy and other transport centers performed well in April.

The Poti transport center operated below its capabilities, reaching only 97.8 percent of the 4-month plan. Not a single port of the Sakhalin Merchant Fleet, including the large Vanino transport center, met the April quota. Unfortunately, the accumulation of railcars with cargos for Magadan does not seem to disturb the associated enterprises in Magadan, where the volumes of goods carried away from port by the truckers are less than the volumes which are required and have been agreed upon. This leads to long delays and waiting for unloading of the railcars at Vanino and the ships at Magadan.

In spite of the considerable overfulfillment of the transshipment plan in April, at the end of the month the centers had 3.830 million tons of import cargos awaiting shipment. For example, there was 32,000 tons at Arkhangelsk waiting for shipment by rail, 59,000 tons at Murmansk, 160,000 tons at Leningrad, 60,000 tons at Vyborg, 137,000 tons at Kaliningrad, 150,000 tons at Ilichevsk, 150,000 tons at Poti and 57,000 tons at Baku.

The appearance in this listing of the primary Baltic and Transcaucasus ports is no accident, since it is precisely the railways of these regions that are today receiving the most complaints concerning shipment of cargo from the ports.

At Leningrad there have been long delays in the shipment of wool, bagged cargos and pipes.

In April there was considerable activity in the shipment of equipment for the Urengoy-Uzhgorod gas pipeline. The volume of equipment remaining in the ports was cut in half by the end of the month. The equipment backlog in the ports would have been even less if the Leningrad and Riga transport centers had maintained their reputation as the leading centers in the industry. By the end of the month 2,808 tons of construction equipment was waiting in Leningrad and 2,635 tons in Riga. Together this amounts to 70 percent of the overall volume handled by the transport centers.

As examples of well-organized shipment of this equipment we can cite the Ilichevsk, Zhdanov, Vladivostok and Nakhodka centers. It is evident that the Leningrad and Baltic workers will have to make a serious reexamination of their operation if they are to maintain their previously achieved leading positions.

Goods which had been in storage for some time were shipped in April, however this problem remains urgent for the month of May. The volume of import goods which had been in storage for over a month was reduced at the Arkhangelsk, Tallin, Vyborg, Ilichevsk, Izmail, Kherson, Berdyansk and Zhdanov transport centers. On the other hand, the backlogs at Murmansk, Leningrad, Ventspils, Klaypeda, Kaliningrad, Reni, Odessa, Nikolayev, Tuapse, Vladivostok and Vanino have increased.

There are today in the transport centers large amounts of cargo which has been in storage for a long time--2.194 million tons, which is 10,000 tons more than a month ago. The facts of long-term storage of export cargos cannot be justified in any way. For example, 11,900 tons of export goods has been waiting at Kaliningrad for more than a month; other such figures are 12,000 tons at Ventspils, 12,700 tons at Odessa, 11,300 tons at Kerch, 16,400 tons at Novorossiysk, 150,000 tons at Izmail and 51,100 tons at Baku.

The overall railcar loading plan has been 86.8 percent fulfilled by the transport centers, including 82 percent for the import goods plan and 115.9 percent for the domestic cargos.

The average daily sugar shipment for April was 27,800 tons, which is 5,500 tons below the plan. Only 77 percent of the railcars scheduled for this product were supplied, although the industry had the capability to accelerate the shipment of raw sugar.

The plan fulfillment with regard to overall railcar unloading was 92.4 percent; the backlog amounted to 10,000 cars. This is a problem of national importance; it is the duty of the transport centers, particularly the managers of the shipping lines and the ports, to monitor daily this part of the operation and take all the measures necessary. In April the performance deteriorated in comparison with March, which is the month that is most critical with regard to railcar traffic. All in all, the ports did not utilize 1,293 of the railcars supplied for export cargo unloading and 121 of the railcars supplied for transshipment cargos.

The Zhdanovsk port met the plan with regard to unloading volume, however, they failed to handle 770 railcars. The Berdyansk port handled only 60 percent of the planned volume, and even with the demand being 503 cars below the plan, they failed to utilize 132 railcars during the month. The editors hope to eventually receive an answer from the managers of the Caspian Merchant Marine and the Azerbaijan Railway to the following question: when will normal operations be restored at the Baku transport center, including the Baku-Krasnovodsk ferry service? We can scarcely speak of normal operations, when with the plan calling for 1,950 railcars the port requested only 1,586 cars; the station delivered more cars than requested (1,960), but the port failed to utilize 237 cars.

The situation in this regard is poor at Kaliningrad, Ventspilse, Riga, Klaypeda, Ilichevsk, Nikolayev, Kherson, Nakhodka, Vostochnyy and Vanino. The transport centers must carefully evaluate this situation and take the necessary measures.

The fulfillment of the planned goals with respect to railcars and with respect to the transfer of cargos from one transport mode to another must become "the law" for the associated enterprises in the transport centers.

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U/TRANS  
RAIL SYSTEMS

26 May 83  
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- ① Moscow GUDOK in Russian 16 Jan 83 p 2  
CHRONICALLY TARDY WORKER BLAMES COMMUTER TRAINS
- 

- ② Moscow GUDOK in Russian 23 Feb 83 p 3  
TOUR GROUP LEADER DECRIES TRAIN PASSENGER SERVICES
- 

- ③ Moscow GUDOK in Russian 26 Mar 83 p 2  
CONDUCTOR SCORES TRAIN PASSENGER BEHAVIOR

GWB

①

*Михаил БУДРОК in Russian 16 Jan 83 p 2*  
**КАК Я СТАЛ НАРУШИТЕЛЕМ**

Живу я на станции Бригадирская, а работаю на заводе в Мичуринске. И чуть ли не каждый день, опаздываю на работу. Стыдно в этом сознаться, но факт есть факт.  
2. Но вот железнодорожникам Мичуринского отдела

ния, по вине которых я и многие другие опаздываем на работу, почему-то не стыдно. Иначе они наладили бы, наконец, движение электричек по расписанию. Хотя бы утренних.  
3. Чтобы не быть голослов-

ным, приведу примеры. Электropоезд № 6342 Спасское — Мичуринск, которым я езжу, на мою станцию прибыл 20 декабря с опозданием на 31 минуту, 21-го — на 26, 22-го — на 14, 23-го — на 27, 27-го — на 28, 28-го — на 30, 29-го — на 11, 31-го — на 17 минут. Думаете, в новом году что-то изменилось?

Ничего подобного. Зря он опоздал на 1 час нут, 4-го — на 32 мин. Что же мне, с вечной своей завод ехать? Или менять? Или мичуринские железнодорожники изменят свое отношение к электричкам?

**В. КАРГАЛЬ  
БРИГАДИРСКАЯ.**

Вот об этой поездке и хочу рассказать без всяких комментариев. А вы судите, каково было наше путешествие.

23 января в 15 часов (с опозданием в 30 минут) поезд № 184 отошел от станции Ростов-Главный. На следующий день только проехали Туапсе, началась посадка безбилетных пассажиров. Их сажали на каждой станции в неограниченном количестве. Активность проводников тошала до того что в шестом вагоне безбилетники вытеснили наших школьников.

3 — Что они золотые, да? — заявил проводник. — Всем надо ехать.

4 — Где находится начальник поезда? — спрашиваю.

5 — В дежурной комнате, что ли? — отвечает проводник.

*Михаил БУДРОК in Russian 23 Feb 83 p 3*

# «ИДИТЕ, ИЩИТЕ, ЖДИТЕ»

**О том, как школьники Ростова-на-Дону на экскурсии**

сторане. Я извинился и попросил помочь. Ответ: «Скажите проводнику, пусть подойдет ко мне». Иду, передаю распоряжение.

7 — Я не брошу вагон, пусть сам сюда идет, — говорит проводник.

8 Возвращаюсь в ресторан, передаю слова проводника.

9 — Хорошо, разберемся, — обещает начальник поезда.

10 Через час наши места освободили, но зато вторую половину вагона переполнили так, что в туалет пройти было не так-то просто.

11 Поезд опаздывает после Сухуми уже на 8 часов. Просим чая. «Нет и не будет», — отвечает проводник.

12 Пятого января в 17.20 приехали в Ереван. Время же прибытия по расписанию — 7.07. На некоторые запланированные мероприятия, естественно, не попали. Восьмого января иду к дежурному по вокзалу и прошу сделать отметку об опоздании поезда. Дежурный тщательно рассматривает групповые билеты, находит в журнале поезд № 184 и сообщает, что он прибыл не в 17.20, а в 16.40.

13 — Пусть будет по-вашему, — говорю, — делайте отметку.

14 — Отметку делать не буду, — иди к начальнику... Фамилия

моя тебе ни к чему. Скажи иди к начальнику!

15 Иду, ищу, жду, объясняю. Получаю ответ:

16 — Мы такие отметки не делаем. Идите в управление дороги.

17 Выясняю, где оно находится. Оказывается, в Тбилиси.

18 Девятого января тем же поездом отправляемся обратно. С опозданием на 30 минут он отходит от станции Ереван. Размещаемся в вагонах № 7 и № 8. В седьмом — холодно, повсюду грязь. Получаю билет: вместо 21 километра — 16. Ребята мерзнут. Начальник

①



①

перы. Ничего подобного. 3 янва-  
 пас- ря он опоздал на 1 час 11 ми-  
 рым нут, 4-го — на 32 минуты...  
 щию 4 Что же мне, с вечера на  
 зда- свой завод ехать? Или работу  
 о — менять? Или мичуринские  
 о — железнодорожники все же  
 го — изменят свое отношение к  
 о — электричкам?  
 но- В. КАРГАЛЬЦЕВ.  
 ось? БРИГАДИРСКАЯ.

②

## «Е, ЖДИТЕ»

### -Дону на экскурсию ездили

моя тебе ни к чему. Сказал,  
 иди к начальнику!

15 Иду, ищу, жду, объясняю.  
 Получаю ответ:

16 — Мы такие отметки не  
 делаем. Идите в управление  
 дороги.

17 Выясняю, где оно находит-  
 ся. Оказывается, в Тбилиси.

18 Девятого января там же  
 поездом отправляемся обрат-  
 но. С опозданием на 30 минут  
 он отходит от станции Ере-  
 ван. Размещаемся в вагонах

№ 7 и № 8. В седьмом чисто  
 и тепло. В восьмом — холо-  
 дно, повсюду грязь. Получаем

большую порцию антисек-  
 тизма. В вагоне № 8

19 Ребята начинают курить

во всех окнах щели, одна  
 дверь в тамбур не закрыва-  
 ется, другая закрывается, но  
 толку от этого мало, так как  
 она без стекла. Просим чая.  
 Проводник объясняет:

20 — Угля древесного не да-  
 ли, заварки нет, сахар не  
 получил. В общем, чая не  
 будет.

21 Ночью становится совсем  
 холодно. Кое-как добиваемся  
 дополнительных одеял. Про-  
 водник и его компания  
 пьют вино, шумят, курят.  
 Требуем прекратить безобра-  
 зие. Постепенно успокаива-  
 ются. На каждой станции  
 садятся безбилетники. С ре-  
 бят стягивают вторые одея-  
 ла. Проводник спит.

22 Утром он командует:

23 — Почему не убираете ва-  
 гон? А ну подмести!

24 Ребята подметаю. Один  
 из них помешал проводнику  
 в проходе. Тот замахнулся,  
 чтобы ударить ребенка. Во-  
 время схватили за руку...  
 Идем в седьмой вагон греть-  
 ся по очереди. Узнаем но-  
 вость: ночью у девочки ук-  
 рали шубу, у одного мальчи-  
 ка — шапку, у другого —  
 сапоги. Ничего удивительно-  
 го: ведь вагон, как проход-  
 ной двор.

25 Вот так мы путешествова-  
 ли. Выводов не делаем. На-  
 деемся, что их сделают ра-  
 ботники, отвечающие за об-  
 служивание пассажиров. А  
 нам бы хотелось прочесть в  
 «Гудке», каков он, этот вы-  
 вод.

В. ПАНТЮХИН,  
 руководитель туристиче-  
 ской группы школьни-  
 ков.  
 РОСТОВ-НА-ДОНУ.

②

Moscow SUBOR in Russian 26 Mar 1952

# ОТКРОВЕННО О НАВОЛОКЕ

Каждое утро в вагонах поездов слышны и заметки о проводниках. Порой очень суровые. Вот и решила рассказать о себе, о своей работе. Ведь я сама проводница.

2 Да, согласна, что проводники встречаются всякие. Грязнули в том числе. Но ведь пассажиры тоже разные. Одни привыкли дома к чистоте и порядку — у них и в купе чисто, не намусорено. А некоторые дома не привыкли чистоту соблюдать, у тех и в купе везде — на столе, на полу, на сиденье — и крошки, и обрывки бумаг, и окурки... Сделаешь замечание, а в ответ услышишь: «Ты за это деньги получаешь...». Я, конечно, убирать за ними обязана. Но обидно, что некоторые пассажиры (в основном это молодежь) так неуважительно относятся к нам, проводникам.

3 Особенно нет покоя нам от выпивох. Однажды не пустила в вагон пьяных пассажиров. Трое их было. Так они чуть не расправились со мной, как говорится, без суда и следствия. Один пытался сорвать с меня головной убор. Другой — ударить ногой, третий толкал. И если бы не подоспевшая милиция, то не знаю, чем бы все это для меня кончилось.

4 А что же пассажиры? Они с интересом наблюдали, как проводница, пожилая женщина, выйдет из такого положения.

5 Какое было у меня настроение после подобной посадки? Как я должна была относиться к пассажирам, которые пальцем не пошевелили, чтобы одернуть хулиганов? «Культурно и вежливо» — советите вы. Правильно. Но после этой посадки почти

час опомниться не могла, руки и ноги дрожали.

6 Да, я проводник. И пассажир волен обращаться со мной, как ему угодно, он ведь всегда прав. Такая уж у нас, работников сервиса, доля. Проводник должен то, проводник обязан... Об этом все говорят и всюду пишут. Но нигде не написано: «Проводник имеет право...». В частности, не пустить пьяного в вагон. А чтобы высадить пьяного дебошира, надо акт составить. Его должны подписать как минимум три пассажира. И не просто подписать, а указать номер паспорта. Но далеко не каждый на это пойдет, не всем хочется связываться с хулиганом.

7 А кто заботится о проводнике? О нашем отдыхе, питании? У всех на устах: мол, проводник такой, проводник сякой... Но задумывались ли вы о том, что этот проводник по 4—8 суток один обслуживает вагон? Что отдыхать в пути ему некогда? Да и не дают! Хотя график работы и отдыха есть. Но это так, на бумаге, для проверяющих. Если поезд отправляется ночью, раньше чем через два часа отдыхать не соберешься. Ведь надо собрать у пассажиров билеты, разложить их по местам в билетной папке, разнести и раздать постельные принадлежности, собрать, пересчитать «бельевые» деньги, убрать упаковочные мешочки, подмести вагон (после посадки всегда бьется мусор). Утром, в 7 часов, кипячу чай, что-

бы к восьми был готов. Потом часов до двенадцати разношу его, ведь поезд уходит ночью, поэтому некоторые пассажиры часов до 11 спят. Затем мою чайную посуду, убираю в служебном купе.

8 Бывает, остается часок времени до следующей остановки, можно бы подремать. Но не тут-то было. Ревизия. И начинается «нервотреп». Хотя вроде все в порядке: билеты пробиты, компостеры сверены, проверена и отмечена бельевая накладная и т. д. Словом — все заполнено и записано правильно. Количество билетов равно количеству пассажиров, находящихся в вагоне, свободные и освобождающиеся места переданы правильно и своевременно. Кажется, осталось сказать проводнику: «Спасибо за работу». Так нет! Будут стоять над душой и нагло говорить: «Проводник, я иду мимо ресторана, дай на пиво». А из каких доходов, спрашивается? Они зарплату получают не меньше моего, работают по 3—4 часа в сутки, здоровые, цветущие, на них пахаты можно, а они: «Дай на пиво».

9 Грешат этим отдельные ревизоры Юго-Западной. А попробуй обратиться к ним, когда в вагоне окажутся «двойники». Тут они пас, на своих кассиров акты составлять не хотят, требуют, чтобы эти акты составил проводник. Но у меня времени нет, мне надо пассажиров обслуживать, а не акты составлять. Да и

не всякий проводник правильно его составит.

10 А белье, которое мы предлагаем пассажирам? Я однажды показала комиссии в составе начальника резерва СЭС и инструктора (ль: простыни с желтыми потеками, рваные, непростиранные, наволочки и полотенца — не лучше. Что-нибудь изменилось? Нисколько. Претензии же пассажир опять-таки адресуются проводнику.

11 Притчей во языцех стали недостатки белья в мешках, которое нам привозят за минут до отправления поезда. По сути дела, кладовщик должен сдать проводнику белье с рук на руки. Но это не делается. Вожик швырнул мешки в тамбур — и поехал себе дальше. А кладовщик и близко не подходит к проводнику во время раздачи белья. Их нет, они сидят в кладовой, им неохота вставать с нагретого стула. К потом докажешь, что белье в мешке не хватало? Вот платим за недостатки.

12 Когда-то было принято: если белье привезено поздно оно в присутствии кладовщика не пересчитано, то первой участковой станции давали телеграмму в депотом, что в таких-то вагонах не хватило столько-то белья. Теперь у нас начальник резерва новый, и на наши телеграммы он внимания не обращает. Не доверяют нам. Почему? И так можно огулом верить всем кладовщикам и так же можно не в

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# НАВОЛЕВШЕМ

не всякий проводник правильно его составит.

10 А белье, которое мы предлагаем пассажирам? Я однажды показала комиссии в составе начальника резерва, врача СЭС и инструктора белье: простыни с желтыми потеками, рваные, непростиранные, наволочки и полотенца — не лучше. Что-нибудь изменилось? Нисколько. Претензии же пассажиров опять-таки адресуются проводнику.

11 Притчей во языцех стали недостатки белья в мешках, которое нам привозят за 30 минут до отправления поезда. По сути дела, кладовщик должен сдать проводнику белье с рук на руки. Но это не делается. Водник швырнет мешки в тамбур — и поехал себе дальше. А кладовщики и близко не подходят к проводнику во время раздачи белья. Их нет, они сидят в кладовой, им неохота вставать с нагретого стула. Как потом докажешь, что белье в мешке не хватало? Вот и платим за недостатки.

12 Когда-то было принято: если белье привезено поздно и оно в присутствии кладовщика не пересчитано, то с первой участковой станции давали телеграмму в депо о том, что в таких-то вагонах не хватило столько-то белья. Теперь у нас начальник резерва новый, и на наши телеграммы он внимания не обращает. Не доверяют нам. Но почему? И ведь можно огуль-...

рять всем проводникам?

13 Вот и у меня несколько не хватало чистого белья комплектах. Давала телеграмму, составили акт подписями начальника поезда и пассажиров. Писала заявление на имя начальника депо и т. д. Но вычитанные из зарплаты деньги за недостачу мне так и не вернули.

14 Обидно: наказывают не врага, а того, кто не виноват. Меня лично пропало настроение обслуживать плацкартные и купейные вагоны. Лучше буду ездить в общих.

15 Несколько слов о форменных костюмах. О материале, из которого их шьют, говорить не приходится, к нему липнет все, как железо к магниту. Попробуйте в такой «форме» проходить три года и выглядеть прилично. Что касается головных уборов (типовых), то я не встречала их много лет. Есть магазин «Железнодорожник». Он у нас в Ленинграде один, у Баттиского вокзала. Почему бы не продавать в нем форменные костюмы, чтобы человек сразу купил и надел? Нет, надо заказывать и ждать месяца 3—4, пока костюм будет готов.

16 Вот и все, что хотела сказать.

17 Извините, что получилось обо всем и сумбурно. Просто хотелось поделиться всем накопившимся, накопившимся в душе.

Т. ТРОНОВА,  
проводник.

ЛЕНИНГРАД.

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